

There came on for consideration at a duly constituted meeting of the Mayor and Members of the City Council of the City of Gulfport, Mississippi, held on the 2nd day of March, 2004 the following Resolution:

**A RESOLUTION BY THE GULFPORT CITY COUNCIL, TO APPROVE
AND EFFECTUATE THE CITY OF GULFPORT COMPREHENSIVE PLAN,
AS A STATEMENT OF PUBLIC POLICY FOR THE PHYSICAL
DEVELOPMENT OF THE MUNICIPALITY**

WHEREAS, Zoning and Planning regulations are essential to development of the municipality as provided for by Miss. Code Ann. (1972, as amended), Title 17, Chapter 1, and planning and development of the City is to be guided by a "comprehensive plan" adopted as a "statement of policy" designed to bring about coordinated physical development for the entire municipality, consistent with its present and future needs. The comprehensive plan contemplates a dynamic community, recognizes the inevitability of change, and balances the community's gross needs and the individual's interest in using his property as he sees fit. Woodland Hills Conservation Ass'n v. City of Jackson, 443 So. 2d 1173 (Miss. Supreme Court, 1983); and

WHEREAS, a Comprehensive Plan for the City of Gulfport, inclusive of elements of Land Use, Transportation, Community Facilities, Drainage, and Water and Sewer Utilities with goals and objectives as contemplated by Title 17, Chapter 1, as a policy guide for the physical and economic development of the City of Gulfport has been prepared by Joseph A. Lusteck & Associates; and after public hearings and public input on the plan, and review and revision by the governing authority; the final draft of City of Gulfport Comprehensive Plan was accepted by the Gulfport City Council for official approval at its Special Called Meeting held on February 12, 2004, and said plan as finally approved includes as an additional appendix thereto the Questions presented in writing by Ward 3 Councilwoman Ella Holmes-Hines with written answers provided by City's Consultant, Joseph A. Lusteck, AICP, CRE; and

WHEREAS, the Governing Authority finds that the final City of Gulfport Comprehensive Plan should be hereby officially documented, approved and adopted by this Resolution as the municipality's statement of public policy to guide the physical and economic development of the municipality; and

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF GULFPORT, MISSISSIPPI, AS FOLLOWS:

SECTION 1. That the matters, facts, and things recited in the Preamble hereto are hereby adopted as the official findings of the Governing Authority.

SECTION 2. THE CITY OF GULFPORT COMPREHENSIVE PLAN identified as to all of its goals and objectives, and all of its elements for physical development by the document and outline annexed hereto as Exhibit "1", together with all maps, master plans, and other documents and appendices referred to therein and hereby incorporated by reference, and the written questions and answers to be made an appendix thereto, copy annexed hereto as Exhibit "2", be, and they in their entirety are hereby officially documented approved and adopted as the City's Statement of Public Policy.

SECTION 3. That this Resolution shall be in full force and effect immediately upon its passage and enactment according to law, and shall be spread prominently on the Minutes of the Gulfport City Council to be referred to for planning and development purposes in the City of Gulfport, as its official public policy.

The above and foregoing Resolution, after having been first reduced to writing and read by the Clerk, was introduced by Councilman Hewes, seconded by Councilman Savant, and was adopted by the following roll call vote:

AYES

Jenkins
Rose
Savant
Teston
Hewes

NAYS

Holmes-Hines

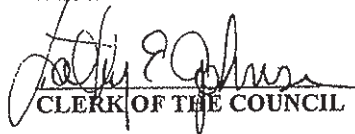
ABSENT

Dombrowski

WHEREUPON, the President declared the motion carried and the Resolution adopted, this the 2nd day of March, 2004.

(SEAL)

ATTEST:


CLERK OF THE COUNCIL

ADOPTED:


PRESIDENT

The above and foregoing Resolution submitted to and approved by the Mayor, this the 3rd
day of March, 2004.



MAYOR

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Separate Documents

1. **Comprehensive Drainage Study**, Prepared by Brown and Mitchell, Inc.
2. **Comprehensive Master Plan for Water Utilities System**, Prepared by A. Garner Russell & Associates, Inc.
3. **Comprehensive Master Plan for Sewer Utilities System**, Prepared by A. Garner Russell & Associates, Inc.

I. INTRODUCTION

A. PURPOSE AND CONTENT OF THE COMPREHENSIVE PLAN

The purpose of the City of Gulfport Comprehensive Plan is to provide policy guidance for the City regarding its future growth and development. This purpose is served through the City's planning and development process, which is intended to use the Comprehensive Plan as the basis for development regulation and public investment related decisions.

The content of the Comprehensive Plan includes four component parts including goals and objectives, a land use element, a transportation element and a community facilities element. The statement of Goals and Objectives is based on an intensive visioning and community survey process, which preceded its preparation. The Goals and Objectives are broad policy statements used in preparing the Comprehensive Plan's Land Use, Transportation and Community Facilities Elements.

The Comprehensive Plan's role in City government can be either broad or narrow. Under the best of circumstances, it should be consulted and considered in all regulatory and investment decisions of the City related to growth and development. The most limited and minimal role for the Comprehensive Plan is as the basis for zoning decisions as required under the State of Mississippi Zoning Enabling Law.

It is intended that the Comprehensive Plan's four elements be read together in its application to decision making about growth and development. The Goals and Objectives help to clarify its Land Use, Transportation and Community Facilities recommendations. The Land Use, Transportation and Community Facilities Elements of the Comprehensive Plan also should be read together in that they are functionally interconnected. For example, Land Use tends to be influenced by Transportation and Community Facilities. This fundamental relationship exists between each of the Comprehensive Plan's elements.

The Community Facility Elements of Drainage, Water, and Sewer Utilities are presented in separate documents. The Comprehensive Drainage Study was prepared by Brown and Mitchell, Inc. The Comprehensive Master Plan for Water Utilities Systems and Comprehensive Master Plan for Sewer Utilities Systems were prepared by A. Garner Russell & Associates, Inc.

B. LEGISLATIVE AUTHORITY AND REQUIREMENTS

Preparation, adoption and use of a Comprehensive Plan by the City of Gulfport are enabled in Title 17-1-1 of the Mississippi Code, 1972 under the Chapter 1 Heading of Planning, Zoning and Subdivision Regulation. The Zoning Enabling Legislation establishes within its definitions the content and relationship between

the zoning of land and the comprehensive plan with which it must be in conformance. The City of Gulfport Comprehensive Plan addresses each element defined in this state law.

C. ROLE OF THE COMPREHENSIVE PLAN IN CITY GOVERNMENT

The Comprehensive Plan provides policy guidance as relates to the City's built physical environment including land use, transportation and community facilities. It provides a predetermined guide regarding these matters which should influence specific decisions that will aid in its realization. The Comprehensive Plan should not be thought of as cast in stone but instead should be flexible so as to accommodate conditions within which it is used. It is intended that the Comprehensive Plan be consulted regarding regulation of land use and investment in public infrastructure and facilities. The Comprehensive Plan should be reviewed periodically. A five-year review cycle is recommended; however, it may be amended more frequently as unforeseen conditions require. It is preferable to amend the Comprehensive Plan to accommodate a needed change or opportunity rather than to take action without considering its overall implications and impacts.

D. RELATIONSHIP OF THE COMPREHENSIVE PLAN TO MORE DETAILED PLANNING

The Comprehensive Plan provides general policy guidance regarding Land Use, Transportation and Community Facilities. It provides a framework within which specific development can occur. The Comprehensive Plan is deliberately general so detailed planning and design of specific projects can be accomplished consistent with its policy guidance to accomplish end user needs. It is not intended to dictate architectural or engineering details, but simply intends to provide an overall framework within which these professions can produce them.

E. RELATIONSHIP OF THE COMPREHENSIVE PLAN TO DEVELOPMENT REGULATION AND MUNICIPAL INVESTMENT

The Comprehensive Plan provides the basis for Municipal Development Regulations and investments, which will facilitate its implementation. Where changes in the Comprehensive Plan are warranted because of unanticipated circumstances or conditions, amendment of the Comprehensive Plan may be necessary.

F. RELATIONSHIP BETWEEN THE COMPREHENSIVE PLAN AND OTHER GOVERNMENTAL JURISDICTIONS.

The City of Gulfport cannot operate in a vacuum. The City is an important part of the Mississippi Gulf Coast environment, community and economy. The City's decisions can and do influence and affect its neighbors as well as other levels of

government. Some important conditions that affect the City must of necessity be accommodated and handled on an intergovernmental basis. Provision of facilities and accommodation of the impacts of transportation by water, road and air are clearly examples. The City has historically worked on a cooperative basis with the United States, the State of Mississippi, Harrison County, its neighboring municipalities, and many local intergovernmental organizations on a variety of matters. All these types of relationships are important to the vitality of Gulfport and the Comprehensive Plan strives to support them.

G. USE AND MAINTENANCE OF THE COMPREHENSIVE PLAN

The recommended use of the Comprehensive Plan should at a minimum relate to the imposition and administration of the City's Development Regulation and investment activities. The Comprehensive Plan should be considered and that consideration should be documented in every development regulation decision made by the City. Likewise, City capital improvement decisions should be made with consideration of the Comprehensive Plan. Changes that may affect the future implementation of the Comprehensive Plan and cannot be avoided by the City will necessitate amendments to the Comprehensive Plan and perhaps its revision depending on their character, scope and scale.

H. COMPREHENSIVE PLAN OVERVIEW

The Comprehensive Plan serves as a policy guide for the physical and economic development of the City of Gulfport. It is to be used in making decisions regarding zoning variances, special exceptions, and review of site plans. The Comprehensive Plan contemplates new development and redevelopment within the presently configured City along with that in adjacent areas that are envisioned for future annexation. It is also intended to be used as the basis for decisions about public infrastructure, investment in land and improvement of roads, utilities, buildings, storm water management, schools, parks and recreation facilities and other public improvements. The Comprehensive Plan should also be useful in attracting and locating businesses, industries and public facilities. Finally, it forms the required basis for the City's regulatory and capital improvements implementation tools.

Comprehensive planning does not attempt to replace market forces of supply, demand and price. It does not dictate development patterns; instead, it indicates acceptable possibilities. The Comprehensive Plan intends to shape and influence market forces by establishing basic rules for land development and conservation. Comprehensive planning deals with relationships. It proposes development that is sustainable. This Comprehensive Plan for the City of Gulfport is meant to foster growth that enhances the community. The Comprehensive Plan attempts to reflect environmental realities. However, it is not a limited growth or no growth initiative.

In fact, this Comprehensive Plan intends to support economic development within the City as part of an overall economic development plan and program. This Comprehensive Plan for the City of Gulfport advocates an orderly and sequential process of growth and development. It intends to avoid haphazard growth, which is unsightly and wasteful of space; public facilities that result in higher public infrastructure, development and service costs, property taxes, and service charge increases.

Mississippi enabling law requires that zoning and other land use regulations be based on and in conformance to a Comprehensive Plan. This means that zoning and subdivision regulations, at a minimum, must conform to the City's Comprehensive Plan. The implication is that the Comprehensive Plan must precede land use regulations in preparation and adoption. Regulations that are consistent with or conform to a Comprehensive Plan must be consistent with the Plan's policies, goals and objectives as well as the Future Land Use Plan Map and the other Plan elements. Even though there is generally not an exact identity between the City's Future Land Use Plan Map and the Official Zoning Map, the two should mirror each other as closely as possible.

The City of Gulfport Comprehensive Plan intends to improve the situation of the residents, enterprises and property owners in the presently configured and possibly enlarged municipality by creating a convenient, equitable, efficient, attractive, and sustainable environment for present and future generations. The Comprehensive Plan intends to preserve and enhance the value of real property within its area of jurisdiction and influence. It is designed to accommodate the physical, social and economic needs of the people who live, work and visit the City of Gulfport. It is also a Plan for those who help build the City through investment in homes, businesses, industries and the real estate development process.

As a general principle, the Comprehensive Plan espouses equity between public and private interests and between private property owners as relates to development and use of real estate. It provides for all the land uses, transportation needs and community facilities that make up a complete City. It also envisions equitable division of the costs of necessary infrastructure and services to support growth and development between the public and private sectors. This Comprehensive Plan supports the causes of economic development and community improvement, including the use of public/public and public/private partnerships to help build, improve and sustain the City.

The primary legal purpose of the Comprehensive Plan is to establish a basis for enactment of local land use and development regulations and to guide investment of public funds in transportation systems, community facilities and utilities within the municipality to accommodate the development and use of land for urban purposes. A secondary purpose of the Comprehensive Plan is to chart a long-term course for management of internal and territorial growth. The

primary and secondary purposes of the Plan are interrelated by necessity. As the City of Gulfport expands, the Comprehensive Plan should be enlarged.

The City of Gulfport Comprehensive Plan is not an ordinance. It is a statement of municipal policy, adopted by resolution, to be implemented through the City's Comprehensive Development Code, including the Zoning Ordinance, Subdivision Regulations, Flood Plain Management Ordinance, other municipal codes and ordinances, and various programs and budgets of the City of Gulfport.

A Comprehensive Plan should not be regarded as a fixed policy that cannot be changed as the City grows and changes. The Comprehensive Plan contemplates a growing and changing community. The plan encourages territorial growth, whether initiated by the legislative body or by residents' and property owners' petitions. This is a document that can and should be amended when changing conditions warrant its modification.

In a rapidly growing jurisdiction like the City Gulfport, the Comprehensive Plan should be updated every five years so that it continually provides a long-range (20 to 25-year) framework to guide future development. Before the Comprehensive Plan is adopted or amended, a public hearing must be held to publicly consider any proposed changes.

Section 17-1-9 of The Mississippi Code, 1972, Annotated, states: "Zoning regulations shall be made in accordance with a Comprehensive Plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. Such regulations shall be made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings, and encouraging the most appropriate use of land throughout the municipality."

Thus, the City of Gulfport Comprehensive Plan will serve as a guide for future zoning decisions. When requests for zoning changes are submitted to the City, such requests must be viewed in light of the Comprehensive Plan. The Plan should also serve as a guide for future territorial expansion of the City and investment of the City's funds in capital improvements.

To the extent that a development proposal or rezoning request is made that clearly does not conform to the Comprehensive Plan, its consideration should be preceded by a request for Comprehensive Plan amendment. Amending the Comprehensive Plan in such situations will insure that the City's zoning and other regulatory enforcements will remain in conformance to the Comprehensive Plan as required in the related State of Mississippi enabling legislation.

I. NONCONFORMANCE TO THE PLAN AND PLAN AMENDMENTS

If a requested development approval or zoning change does not conform to the Comprehensive Plan, then it must be amended before the requested change in zoning classification can be approved. If an applicant submits a Plan amendment request to change the designation of a parcel of land, he should also submit a rezoning application. The application must explain exactly why the Comprehensive Plan amendment and Zoning Map amendment are needed. The reason for this is that the City should be informed as to the intent or the end result of the amendment and rezoning so that they can make an informed decision. Most Comprehensive Plan amendments are in pursuit of rezoning that will enable higher intensity and more valuable development.

All development proposals, both public and private, as well as proposed rezoning, need not only be reviewed in light of the standards set forth in the Zoning Ordinance but also according to each element of the Comprehensive Plan. The Goals and Objectives contained in the Comprehensive Plan should be checked against each development proposal to determine if there is any conflict. The Land Use Plan must be checked to see if the proposed rezoning is consistent with the designated land use category both in terms of territory and characteristics. Additionally, all proposed development approvals and rezoning must not be in conflict with and must be designed to accommodate the Transportation Plan element and the Community Facilities Plan element.

The Comprehensive Plan for the City of Gulfport includes all the elements contemplated under the state's statutory definitions for Planning, Zoning and Subdivision Regulations. Annexation is recognized as a potential tool for implementation of the Growth Management Strategy element of the City of Gulfport Comprehensive Plan.

Section 17-1-1 of The Mississippi Code, 1972, Annotated, as amended, defines 'Comprehensive Plan' as "...a statement of public policy for the physical development of the entire municipality adopted by resolution of the governing body, consisting of the following elements:

1. Goals and Objectives for the long-range (20 to 25 years) development of the municipality.
2. A Land Use Plan that designates in map or policy form the proposed general distribution and extent of land for residences, commerce, industry, recreation and open space, public/quasi-public facilities and lands.
3. A Transportation Plan depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways within the area encompassed by the Land Use Plan and for the same time period as that covered by the Land Use Plan.

4. A Community Facilities Plan as a basis for a Capital Improvements Program."

Goals and Objectives underlying the City of Gulfport Comprehensive Plan were prepared concurrently with the development of its Land Use, Transportation, and Community Facilities elements. They were based in part on a visioning process as an initial step in the plan development.

The primary purpose of the City of Gulfport Comprehensive Plan is to help provide for the orderly, efficient and attractive growth and development of the City. Territorial growth and corresponding enlargement of the Comprehensive Plan's elements are contemplated. The Comprehensive Plan will assist local elected officials in their everyday community development decisions to help them shape an environment that provides safe, enjoyable and attractive areas for the daily activities of the City's residents.

The Comprehensive Plan is also intended to be informational, notifying the public of the City's policies and aspirations relative to Land Use, Transportation, Community Facilities and its long-term management of growth. The Comprehensive Plan recognizes that the process of Community Development necessarily involves cooperative relationships between the public and private sectors. It is a general purpose of the Comprehensive Plan to be supportive of good quality urban development.

Two phases are presented in the City of Gulfport Comprehensive Plan. Initially, the Comprehensive Plan addressed the City's immediate and short-term needs. This resulted in an Interim Plan for territory annexed by the City in 1993. Secondly, it provides a broader view of the City's outlook and aspirations for growth and development over the next 20 to 25 years.

The Comprehensive Plan for the City of Gulfport considers all existing and potential future development within the present corporate limits as well as in the surrounding undeveloped and unincorporated areas. Relationships between the natural physical environment and the needs of the City's inhabitants to adapt and use the environment as a place to live are considered in the Comprehensive Plan.

Land is recognized for the purpose of the Comprehensive Plan as a significant privately owned resource with a monetary value in the contemporary economic system. The Comprehensive Plan also recognizes that the public interest requires the exercise of reasonable development control and provision of essential utilities and services to facilitate the productive use of land and, consequently, the maintenance of its value. In those instances where the public interest conflicts with the private interests of property owners, the public interest must prevail.

J. CONCEPTS UNDERLYING THE COMPREHENSIVE PLAN

Several general concepts underlie the City of Gulfport Comprehensive Plan. These concepts are intended to aid its elected leaders and advisory planning commissioners in exercising control of development and managing growth effectively. Factors thought to be critical to the City of Gulfport success with growth management include:

1. Designing the Comprehensive Plan around assets that make the City of Gulfport distinctive within the Mississippi Gulf Coast context.
2. Focusing the Comprehensive Plan on a vision of what the City of Gulfport could and should be.
3. Paying attention, in land use planning and related development regulations, to aesthetic concerns in addition to environmental and economic factors.
4. Focusing on the quality of life implications along with the economic and environmental consequences of planning proposals.
5. Going beyond regulations to secure quality development.
6. Recognizing the importance of persistent community leadership that will foster imaginative and beneficial planning initiatives.
7. Encouraging capable real estate developers who recognize the importance of community participation to successful development projects.
8. Providing creative public sector response to innovation and diversity in private sector development.
9. Being careful in formalizing relationships with developers to insure that the public interests are being served.
10. Recognizing the need for cooperation with neighboring units of local government.
11. Positioning the City Gulfport competitively so that it will share fully in the growth and development of the Mississippi Gulf Coast Area.

The Comprehensive Plan can and should be used for insuring concurrency. This concept provides that adequate infrastructure is in place before development is allowed or, at least, as a condition of rezoning and permitting. Otherwise, when the infrastructure is inadequate to support development, the existing facilities are overwhelmed and the cost of bringing the infrastructure up to standard is typically

more expensive and difficult. It is better to have adequate infrastructure in place before development takes place. This becomes a matter of timing and proper expense allocation.

K. OVERVIEW OF THE HISTORY OF THE CITY OF GULFPORT

William S. Hardy conceived the City of Gulfport in 1854 for development of a railroad and port on the Mississippi Gulf Coast. The railroad from Hattiesburg needed a southern terminus, which was chosen to be the present site of the City of Gulfport. This area was chosen because it had the shortest and most accessible route to deep water. The official map of Gulfport was filed in 1887, and included 5,000 acres fronting the beach. Gulfport was incorporated on July 28 1898.

Over the next decade work was completed on the G & SI Railroad from Hattiesburg to Gulfport, and work began on dredging the harbor and building a large pier. By the fall of 1896 Gulfport had a resident population of 200 persons. Captain Joseph Thomas Jones bought the G & SI Railroad in 1895 and he was responsible for the extension of the railroad from Gulfport to Jackson, the construction of a deep-water harbor in Gulfport, and the move of the county seat from Mississippi City to Gulfport.

Captain Jones also built the first three-story building, the Gulfport Yacht Club, the County Courthouse, and the first hotel in Gulfport with electricity and running water. In 1902, the harbor was completed, and the Port of Gulfport became a working seaport. The Port of Gulfport has flourished over the years and today accounts for millions of dollars in annual sales and tax revenue for the State of Mississippi.

After the beginning of the 1900's the following decades brought change and growth to the City of Gulfport. In 1908 the first paved street in Gulfport was completed. In 1925 Gulfport's first radio station aired. In 1930 the Gulfport AirField opened as the only fully lighted airport between Houston and Montgomery. In 1932 the port of Gulfport became a major site for the importation of tropical fruit. In 1942 Gulfport was selected by the U.S. Navy as one of its Construction Battalion sites. In 1951 gambling was outlawed. In 1962 the City annexed Mississippi City and Handsboro after Biloxi expanded westward to DeBuys Road. In 1965 Mississippi City and Handsboro became part of the City of Gulfport. In 1968 Gulfport was ordered to desegregate schools.

The City of Gulfport adopted its first Comprehensive Plan in 1968. It was prepared by Arch R. Winter, Planning Consultant, and John H. Friend, Inc. for the City of Gulfport and the Mississippi Research and Development Center. The report was financially aided through a federal grant from the Urban Renewal Division of the Department of Housing and Urban Development under the Urban Planning Assistance Program. This program was authorized by Section 701 of the Housing Act of 1954.

On August 17, 1969 Hurricane Camille struck the Mississippi Gulf Coast with 200 mile per hour winds. Waves as high as 20 feet destroyed parts of Highway 90, washed away the seawall and destroyed many beachfront homes. In 1985 the City's citizens voted for a mayor-council form of government.

In 1954 the Air National Guard Field Training Site at Gulfport was established at the Gulfport-Biloxi Regional Airport. Renamed the Combat Readiness Training Center (CRTC) in 1990, military training actually began with the Army Air Corps in 1941. The ANG CRTC's mission is to provide an integrated, year-round, realistic training environment of supersonic airspace, gunnery ranges, systems, facilities and equipment for deployed units to enhance their capabilities and combat readiness. The CRTC fully supports the "Total Force" concept by supporting units from all branches of the Department of Defense (DoD), as well as the National Guard and Reserve components. The Air National Guard Combat Readiness Training Center (CRTC) at Gulfport, MS hosts regular deployments of ANG units, and offers convenient offshore airspace that is fully instrumented (ACMI) for recording air to air engagements.

The Gulfport-Biloxi Regional Airport has realized a 350% increase in total passengers since 1992, when casino gaming was legalized in Mississippi. Ongoing facility expansion includes a \$10 million runway extension, expansion of military aviation facilities, an I-10 connector for faster access to Biloxi and development of a new general aviation area including a future north-south parallel runway.

Since the founding of Gulfport as a lumber and port city, it has evolved into a large and diverse community. Gulfport is a residential community with well-developed industrial and business centers. The City's downtown and beachfront areas have a unique historic character. With the approval of dockside gambling in 1992, hotel, motel, retail sales, and recreation activities have flourished and brought countless visitors to the area.

In December 1993 the City annexed 33 square miles north of Gulfport making it the second largest city in Mississippi with a land area of 62.37 square miles and a population in excess of 71,127.

L. PLANNING AREA DELINEATION

The Gulfport Planning Area was delineated early in this update and enlargement of the Gulfport Comprehensive. It is defined to include all territory within the City and the adjacent area into which the City can reasonably expect to expand during the Comprehensive Plan's 20-25 year time horizon. Territorial growth of Gulfport has occurred 14 times since the City's incorporation in 1898. Physical expansion of Gulfport should be expected to continue in the future as it has in the past.

Delineation of the City of Gulfport and its Planning Area was influenced by the boundaries of adjacent municipalities, Biloxi to the east and Long Beach to the west. They were further influenced by the Biloxi River, which has in the past and will in the future influence potential avenues of possible growth for both Gulfport and Biloxi. As a practical matter, Gulfport's remaining potential routes for territorial expansion are to the north and west. The adjacent Planning Area of the City of Gulfport Comprehensive Plan recognizes these realities and includes areas to the north and west of the present City limits which were identified and authorized by the City as an early step in the planning process.

The City of Gulfport includes 40,727 acres (64 square miles) and the adjacent Planning Area includes another 25,829 acres (40 square miles) for a combined territory of 66,556 acres (104 square miles). The City includes 5,775 acres of sound and inland water, which amounts to 14.2% of its surface area. The adjacent Planning Area includes only 409 acres of inland water area, which is 1.6% of its surface. If combined, the presently configured City of Gulfport and its adjacent Planning Area would be 9.3% water and 90.7% land.

Map I-1 outlines the City of Gulfport and its adjacent Planning Area. The map also shows major drainageways, transportation corridors and facilities and the townships, ranges and sections within which the areas are located.

M. SOILS

The City of Gulfport is situated along a 7.6 mile segment of the shoreline of Mississippi Sound. According to the General Soil Map, Harrison County, Mississippi prepared by the USDA Soil Conservation Service, the City includes four distinct soil associations that correspond to physiographic characteristics of the natural landform as it extends from the shoreline northward. That southernmost portion of the City lying in Mississippi Sound and Brickyard Bayou as it flows through the City into Big Lake is made up of dominantly organic soils flooded by salt water.

N. TOPOGRAPHY

Topographically, the City of Gulfport and its adjacent Planning Area is typical of a coastal plain environment. In overview, the landform slopes from the Planning Area's northwesternmost corner, located at the intersection of Highway 53 and County Farm Road at an elevation of 160 ft. msl, southeasterly toward the Biloxi River's outlet into Big Lake, which has an elevation of 7 ft. msl. South of Interstate 10, Brickyard Bayou and Bayou Bernard are the main drainage routes and the landform slopes generally to the east and the south toward the Big Lake and the Mississippi Sound. Elevations along the east-west CXS Railroad line paralleling the Mississippi Sound are stable at 30 ft. msl. Elevations along the KCS Railroad route from the Port of Gulfport to Highway 53 rise from 10 ft. msl to 100 ft. msl. Along the east- west KCS Railroad route from the City's western

boundary line to the north-south KCS Railroad line the elevations fall from 33 ft. msl to 23 ft. msl.

The upland area of Gulfport and its adjacent Planning Area extends north from Mississippi Sound approximately 10 miles to MS Highway 57. The southernmost portion of the uplands, roughly paralleling the shoreline north to just south of Brickyard Bayou, consists of sandy soils. A similarly parallel segment extending from just south of Brickyard Bayou to just north of Interstate 10 and extending further north up the floodplains of Brickyard Bayou and Flat Branch consists of loamy and sandy soils of the uplands on broad flats and floodplains. The northernmost part of the City and Planning Area extending from just north of Interstate 10 and up the floodplains of Brickyard Bayou and Flat Branch to the northern edge of the Comprehensive Plan's area consists of loamy soils that have loamy subsoil on uplands. These natural environmental characteristics react differently to urbanization and require different types of development regulation and development infrastructure.

In Gulfport's coastal situation, wetlands are an important environmental consideration influencing the extent and configuration of potential urban development. **Map I-2** presents an overview illustration of the wetlands situation within the City of Gulfport and its adjacent Planning Area. This was developed using soils information from the USDA Soil Conservation Service and interpretation of the hydric characteristics of the soils identified and mapped within the area. The map shows the location of water, hydric soils and non-hydric soils with the possibility of hydric inclusions as well as non-hydric soils. As a general proposition, this information should be regarded as indicative and not determinative. Final determination of wetlands requires an individual site survey by professionals trained in environmental science. The overview information is useful in that it illustrates the location and extent of potential development areas likely to be affected by wetlands within the Comprehensive Plan's Area. Accommodation of wetlands in the land development process ranges from prohibition, to replacement, to mitigation and the use other tools to preserve the areas environmental integrity while accommodating development.

The natural topography and surface water drainage patterns within Gulfport and its adjacent Planning Area also significantly influence the location of potential land for urban development and use. The general drainage pattern of the entire area overall flows southerly and easterly to and through the area's primary streams, including the Biloxi River, Bayou Bernard and the Industrial Seaway which flow into the Big Lake and the Biloxi Back Bay along with the Little Biloxi River, Fritz Creek, Flat Branch, Turkey Creek, and Brickyard Bayou which flow into them and lesser streams and drainages which flow into the Mississippi Sound. Associated with and along these drainage ways are floodways, floodplains and areas subject to less frequent inundation that further influences the potential pattern of urban development and use.

II. GOALS AND OBJECTIVES

A. Introduction

Goals are broadly worded desires that are not bound by time and may not be fully attainable. They help establish direction for the Comprehensive Plan without specifying details. Objectives tend to be more attainable than Goals. They can usually be accomplished more quickly. Objectives are more specific than Goals. They provide guidance regarding actions that can help in Goal accomplishment. Objectives may need to be accomplished sequentially to move in the direction of Goal fulfillment.

Goals and Objectives serve as the foundation for the Comprehensive Plan and its policies and actions that will guide both preservation and future growth and development within the City of Gulfport and its adjacent Planning Area. The following Comprehensive Plan Goals and Objectives present a collective statement about what the City hopes to be in the future.

The following pages are arranged into recommended and adopted Goal statements followed by Objectives in an ordered sequence. Goals are presented for:

- The Comprehensive Plan as a whole
- The Land Use Element
- The Transportation Element
- The Community Facilities Element

B. GENERAL GOALS FOR THE COMPREHENSIVE PLAN

Following are General Goals for the City of Gulfport Comprehensive Plan:

CP-1: To provide a long-range (25-year) statement of public policy to help guide future development within the City of Gulfport and its adjacent Planning Area, which includes Land Use, Transportation, and Community Facilities to accommodate expected population growth and economic development.

- To accommodate present and future residents, businesses, industries and institutions, and visitors to the City of Gulfport by planning in a manner responsive to their changing characteristics and probable needs and desires.
- To identify and enable development and use of sufficient territory within the City to accommodate continuation of its expected pace of growth during the time of the Comprehensive Plan.
- To upgrade the amount and diversity of new housing being built with the City of Gulfport.
- To encourage maintenance and prosperity of existing businesses, industries and institutions.
- To make the City of Gulfport a better and more attractive place to live for all residents.
- To identify adjacent territory into which the City can expect to expand when needed.
- To preserve historic buildings and sites throughout the City as a contributing element of the City's identity as an opportunity for economic development.
- To make personal safety a consideration in designing the Comprehensive Plan and the future development within the City of Gulfport.
- To fulfill all the definitions and requirements of §17-1-1 of the Mississippi Code 1972, as amended.

CP-2: To reflect the Vision Statement for City of Gulfport in the Comprehensive Plan Elements of Goals and Objectives, Land Use, Transportation and Community Facilities. To create a cohesive concept for the City's future consistent with the vision of participants in the Comprehensive Planning Process, the City Government, and other public and private interests involved with its future development.

- To provide land and services necessary for future residential, commercial, industrial and institutional expansion sufficient to support the City's resident population and visitors.
- To recognize the importance of maintaining the existing balances between residential, commercial, industrial and institutional developments to the prosperity of the City, its residents, businesses and industries.
- To minimize conflict between components of development contained in the Comprehensive Plan.
- To create and maintain an attractive venue for private entrepreneurial and property investments.
- To advance the causes of economic development, expansion and future diversification of the City's economy.
- To encourage development of additional retail facilities in visible, highly accessible and appropriate locations for the convenience of the City's residents and visitors.
- To encourage development of industrial parks and sites in accessible and otherwise appropriate locations.
- To inform the public of the City's Future Growth and Development potentials and intentions.
- To anticipate the likely characteristics of the City's future population and economy in planning for changes to accommodate their future needs and desires.

CP-3: To provide a basis for public decisions about the City's future population and economy, land use, transportation, community facilities, development regulations and requirements, and necessary infrastructure investments.

- To provide for those areas which have environmental suitability, good accessibility, and adequate utility and storm water management infrastructure and which lie in the path of identifiable development trends
- To preserve property values through application of informed forethought in reaching decisions about the City's future growth and development.
- To continue to preserve and improve the overall ambiance of the City's natural and man-made environments.

- To encourage public and private investment in good quality development infrastructure.
- To establish and require a high standard of maintenance and upkeep of all public property within the City.
- To provide all facilities necessary to support maintenance of an acceptable level of local government services.

CP-4: To reflect the aspirations, values and preferences expressed by City officials and residents who participated in the planning process.

- To preserve and strengthen the City's economy.
- To increase employment opportunities and raise the overall prosperity of the City's businesses and residents.
- To provide for and encourage localized participation in implementation of the Comprehensive Plan by identifiable community and neighborhood organizations enabled to identify and advocate localized planning proposals.
- To encourage informed public participation in the City's planning and development process.
- To respect and preserve the residential neighborhoods within the City and the rights of the owners, inhabitants and the general public to use and enjoy these areas as appropriate.
- To allow and facilitate continued growth adjacent to development that has occurred, particularly, in the remaining unimproved areas in and adjacent to the City.

C. LAND USE ELEMENT

Following are Goals and Objectives for the Land Use Element of the City of Gulfport Comprehensive Plan:

LU-1: To provide an official, legislatively adopted, basis for municipal use of regulation, dedication, investment, assessment, and intergovernmental cooperation in management of land use and development of real estate within the City.

LU-2: To strive for an orderly development pattern and land use compatibility.

- To provide sufficient land for all land use types to accommodate the City's future growth and development.
- To identify and preserve those properties that are well suited to industrial, commercial and related uses in support of the City's continued economic development.
- To the extent possible, exert control over the location, density, use and timing of new real estate developments.
- To preserve, manage and conserve natural and historic resources as an element of the City's ambiance and environmental character.
- To separate presently existing incompatible land uses as opportunities arise.
- To require separation between incompatible land uses as new development occurs.
- To prevent future adjacency of incompatible land uses.
- To prevent future development of incompatible land uses.
- To identify and require effective buffering between incompatible land uses, where they must develop.
- To prevent congestion of arterial roads by limiting direct frontage and access to subdivided residential lots and by internalizing new subdivisions and other residential developments with arterial road frontages.
- To identify, consider and articulate the land use impact of each proposal for future development, request for rezoning or subdivision before a final decision is made

LU-3: To identify a complementary and proportionally appropriate mixture of land uses throughout the City that will preserve its environments and support its continued growth and economic vitality.

- To monitor and encourage development of an appropriate mix of residential, commercial, industrial, and institutional property within the City.
- To maintain and embrace the City's existing development character.
- To accommodate a compatible diversity of housing types, tenancies and price levels.
- To maintain a reasonable level of residential density within the City.
- To prohibit the placing of more than one residence per residential lot or site in the future.
- To reduce existing instances of more than one residence per lot or site through appropriate regulation and attrition over time.
- To require that all new homes of all types within the City be sited on fully improved individual lots or sites of a size and situation consistent with the Comprehensive Plan and all related codes and ordinances.
- To require that all residential units be connected to all utilities and be on a properly engineered foundation, and contain off street parking for 2 motor vehicles within the required setback area.
- To require that all new manufactured and mobile homes be located on fully improved lots or sites adequately designed, sized and configured to accommodate the individual units. Such sites may be in a fully improved manufactured housing/mobile home park, a fully improved manufactured housing/mobile home subdivision, or may be an individual lot or tract of land.
- To provide adequate and conveniently located retail and service commercial locations to serve the resident population, visitors and the surrounding trade area.
- To provide appropriate locations for development of offices and clinics for additional health care and other professionals and providers.
- To encourage development and enlargement of public and institutional uses and facilities to support each localized area within the City and its

residents on adequately sized sites that provide sufficient vehicular access and on site parking.

- To assure that each existing and future school facility in the City is a complementary asset to adjacent residential areas.
- To provide adequate opportunity for recreational, educational and other activities that are necessary in healthy residential communities.

LU-4: To encourage maintenance and expansion of compatible Land Use concentrations and future development of new compatible Land Use Areas.

- To encourage preservation of existing and developing residential neighborhoods and foster development of new neighborhoods.
- To carefully consider the placement of new public utility improvements, to minimize their potential adverse effect on existing and future residential development.
- To encourage infill development on bypassed subdivided lots and tracts of land that are served by adequate infrastructure.

LU-5: To recognize that a balance between the highest and best use and the most appropriate use of land is in the overall best interest of both property owners and residents of the City.

- To provide for an equitable balance between private property rights and legitimate community interests.
- To identify acceptable and unacceptable land use relationships in advance of development.
- To encourage planned concentrations of new development instead of a dispersed development pattern.
- To articulate and consider the Land Use impact of each future development proposal and request before decisions are reached regarding its approval.
- To provide sufficient acreage for future development of all land use types in order that locational choice and competition is assured.
- To encourage preservation and adaptive reuse of existing older development along with complementary new development.

- To control the size, location, illumination and animation of signs throughout the City so as to not adversely affect the desirability of adjacent land use and the areas environmental quality.
- To control the location and minimize the impact of communication towers on existing development.
- To minimize the impact of transportation, communications, extractive and waste disposal operations on adjacent and surrounding properties.

D. TRANSPORTATION ELEMENT

The following are goals and objectives for the Transportation Element:

TR-1: To provides a long-range (25 year) statement of public policy to help guide regulation, dedication, investment, assessment, and intergovernmental cooperation to provide an effective system of circulation within the City and its surrounding Planning Area.

TR-2: To provide a safe, convenient and efficient circulation system within the City which includes all modes of travel with sufficient capacity to accommodate present and expected future movement needs of all residents and visitors

TR-3: To provide a roadway system with sufficient capacity, safety, separation, access, convenience, attractiveness, and alternatives to provide the potential for accommodating public needs for circulation, enhancing and unifying the City's appearance and providing the opportunity for making individual travel choices.

TR-4: To provide a hierarchical network of highways, arterial, collector and local roads with different characteristics and capabilities reflecting their intended uses and expected traffic volumes.

TR-5: To improve access to and from the City to accommodate travel needs of residents and all others persons who come to the City.

TR-6: To provide for continued use and growth by all modes of travel including pedestrians, bicycles, motor vehicles, rail and air.

TR-7: To fully cooperate and coordinate local transportation plans, programs and projects with all State and National agencies with authority and interests that can help maintain and improve local access and circulation.

TR-8: To aggressively pursue and support State and National initiatives and funding sources for all modes of travel which can help to enhance capacity and safety in providing access and circulation.

TR-9: To require appropriate provision for circulation system capacity improvements associated with new large-scale developments of all types through equitable regulation and imposition of impact fees.

TR-10: To commit local resources to providing locally needed improvements to all elements of the local circulation system.

TR-11: To provide an integrated circulation system capable of enlargement to accommodate expected growth and change which facilitates movement of

people and goods to, from, through and within the City and its adjacent Planning Area.

TR-12: To prevent traffic congestion and delay on the roadway system presently serving the City and environs beyond locally tolerable levels.

TR-13: To reserve necessary rights of way to City standards for full development of arterial and collector roadways before and during the development process in anticipation of future needs.

TR-14: To clearly separate functions of different circulation system elements and remove conflicts between the different types and modes of transportation.

TR-15: To provide for adequate separation of aircraft, railroad, truck, automobile, bicycle, and pedestrian traffic.

TR-16: To provide an integrated system of traffic control devices capable of optimizing the traffic carrying capabilities of the roadway system.

TR-17: To systematically eliminate conditions which limit or impact the traffic carrying capabilities of highways and arterial streets.

TR-18: To provide access to developed and developable real estate and a roadway framework for developed and developable areas of the City and its Planning Area.

TR-19: To provide convenient higher capacity routes to those developed areas of the City where generation of external traffic is important to successful business, industrial and institutional operations.

TR-20: To generally limit land access to local and collector streets in areas of new residential development.

TR-21: To systematically reduce or eliminate capacity limiting land access along primary arterial roads as they are upgraded.

TR-22: To provide for accommodation of at least 75% of the peak capacity requirements of new high traffic generating facilities including commercial and institutional uses.

TR-23: To achieve at least a class "C" level of service on all highways and principal and minor arterial roads within the City.

TR-24: To reestablish and improve the original grid street system defining the 16 Block Downtown area located between MS 63 (Turner Street) and US 45

(Mississippi Street) and from Winters Street to the north and South Street to the south.

TR-25: To provide a system of curbs, sidewalks and distinctive streetscape elements along all streets in the Downtown area.

TR-26: To provide public parking in Downtown Gulfport, funded through a combination of public, user and benefited property resources.

TR-27: To provide an adequate, integrated and uniform citywide system of street lighting, street signs, and traffic control devices to enhance the roadway system's convenience, safety and visibility.

TR-28: To provide a system of larger sized street name and address identification signs along all primary and minor arterial roads in the City for the convenience of older residents and visitors.

TR-29: To provide for tree preservation and landscaping within and along road rights of way throughout the City, where possible.

TR-30: To provide for orderly and coordinated placement of underground utilities and stormwater management improvements within street and highway rights of way before paving is installed.

TR-31: To contemplate and accommodate the long term street capacity requirements and impacts associated with private and public development, redevelopment, and adaptive reuse of real estate.

TR-32: To install at least one grade separation for east/west access traversing the KCS Railroad corridor.

TR-33: To provide for adequate levels of adjacent land access appropriate to each functional type of roadway.

TR-34: To provide for loading, unloading, and parking of motor vehicles in a manner which does not impede the traffic carrying capacity of the highway bypass, primary arterial, minor arterial and collector streets.

TR-35: To require sufficient on site of street parking for all types of development to prevent or minimize use of street travelways for parking.

TR-36: To strive to improve the safety of all railroad crossings and primary arterial intersections through use of traffic control methods, improved intersection designs, and reduction of potential points of conflict.

TR-37: To use primary roads and highways to assist in definition of residential neighborhoods and other distinct urban development and use areas.

TR-38: To accommodate the capacity requirements of through traffic with minimal impact on existing development.

TR-39: To prevent, reduce, and where possible eliminate through traffic from residential neighborhoods.

TR-40: To prevent, reduce, mitigate and where possible eliminate noise pollution associated with transportation facilities and industrial and commercial activities especially as they affect residential use areas.

TR-41: To restrict fronting residences on arterial roads and highways in favor of internalizing residential subdivisions away from high traffic volume highways.

TR-42: To restrict subdivision of land for residential use from areas subject to high noise level concentrations emanating from transportation facilities including those adjacent to the airport, railroad and high traffic volume highways.

TR-43: To determine and accommodate the surface water runoff requirements and impacts of land and roadway developments prior to their development.

TR-44: To accommodate pedestrian circulation through an interconnected system of sidewalks, pathways, trails, and controlled street intersection crossings.

TR-45: To separate pedestrian and bicycle movement from motor vehicles to the extent possible.

TR-46: To provide a sidewalk system in the Downtown area and at other locations throughout the City where pedestrian traffic and safety warrant its development.

TR-47: To encourage inclusion of sidewalks in new residential subdivisions and non-subdivided residential development sites.

TR-48: To provide a bikeway system throughout the City using a combination of clearly marked roadway lanes, utility easement trails, recreational sites, and controlled street intersection crossings.

E. COMMUNITY FACILITIES ELEMENT

Following are Goals and Objectives for the Community Facilities Element of the City of Gulfport Comprehensive Plan:

CF-1: To provide an official legislatively adopted basis for the City's use of regulation, dedication, investment, assessment, and intergovernmental cooperation to provide necessary Community Facilities.

CF-2: To provide or facilitate provision of adequate and efficient water, sewer, electrical, natural gas and telecommunication services throughout the City and its utility service area to accommodate all development.

- To support enlargement of certificated electrical, natural gas and telecommunications utility service areas and facilities to accommodate the City's development requirements.
- To constantly strive to improve the quality and quantity of utility services provided to all citizens, establishments and institutions within the City at equitable rates.
- To provide that the incremental costs associated with expansion of utility infrastructure are borne by the benefited properties through the development process.
- To encourage that the location of new Community Facilities and placement of utilities helps to implement the development aspirations of the Comprehensive Plan.

CF-3: To acquire sufficient land for Community Facilities, parks and open space and the preservation of environmentally sensitive areas in the City of Gulfport in advance of their need, or require their reservation as part of the development permitting process.

CF-4: To cooperate and support the City of Gulfport and Harrison County school districts, Mississippi Gulf Coast Community College and private educational facilities in their efforts to provide education services within the City.

- To encourage identification, reservation and enhancement of appropriately located and adequately improved and equipped educational facilities on sufficiently sized sites at which quality educational and related services can be provided for all residents.
- To encourage joint use of playgrounds, ball fields and related sports facilities between the schools, parks, and recreation programs.

- To provide adequate and attractive facilities for community and cultural activities and the performing and visual arts.

CF-5: To provide adequate land and buildings within the City of Gulfport to house City Governmental operations, accommodate delivery of public services, and facilitate public interaction with City Governments.

CF-6: To identify and make accessible historically significant historical buildings and sites within the City.

- To preserve and make accessible sites of historical and cultural significance.
- To encourage preservation and productive use of historic buildings.

CF-7: To encourage conservation of natural resources, including preservation and improvement of the water bodies and wetlands within the City of Gulfport.

- To encourage preservation of old trees and individual and public street tree planting and maintenance efforts.
- To discourage development of environmentally sensitive areas in favor of their appropriate reservation and management consistent with established standards.
- To provide public launching ramps and piers for access to attractive recreational water areas.
- To cooperate and support continued improvements and maintenance of the Sand Beach waterfront area within the City.
- To preserve areas in the City with outstanding scenic value and natural landscape qualities.

CF-8: To provide appropriate public safety services throughout the City.

- To provide high quality public safety services, adding additional facilities as needed to insure continuance of quality service as the City grows and changes.
- To insure that residents and property owners can expect effective crime and fire prevention and prompt emergency response when needed.
- To maintain the City's advantageous Class 4 fire insurance rating.

CF-9: To provide a full range of parks, recreation and open space resources commensurate with the City's needs.

- To foster provision of adequate open space for outdoor recreation to satisfy the City's present and future residents and visitors.
- To foster preservation of natural open space at those locations not suitable for development and use.
- To continually diversify recreational programs and broaden the scope of leisure time services to include all age groups and segments of the population.
- To provide recreational facilities and activities for all segments of the population.
- To recognize the aging characteristic of the City's resident population and continue to develop specific leisure and recreation facilities and programs to accommodate this growing demographic.
- To encourage development of the City of Gulfport as a location for a variety of sports, cultural and recreational events serving the City and its trade area as an economic development initiative.
- To insure that the location and development of new parks and recreation facilities are consistent with and help to implement the Comprehensive Plan.
- To address and periodically review and update the overall leisure time and recreational needs of all City residents.
- To provide that community and recreational facilities and programs are located so as to be conveniently accessible.
- To develop and promote festivals and special events which will attract visitors to the City.
- To provide recreation facilities which conform to or exceed the Mississippi Statewide Outdoor Recreation Plan standards.

CF-10: To insure that the location of new schools, parks, recreation, community facilities and utilities will help implement the Comprehensive Plan.

- To continue to strive for a higher standard of excellence in the planning, design, construction, maintenance and operation of new community facilities.

- To encourage public investment in high quality urban utilities, facilities and infrastructure.
- To anticipate and acquire sites for future community facilities of all types well in advance of their need to minimize costs and to insure adequate sites at appropriate locations.

CF-11: To insure there are adequate recreation facilities, programs, activities, management and maintenance throughout the City of Gulfport.

- Locate additional parks throughout the city in order to provide better dispersion of recreational facilities and activities.
- Increase the quantity of recreational facilities and opportunities at existing parks. Insure that future parks are fully developed as they are needed.
- Provide more variety with respect to the types of recreation facilities to serve a broader range of age and interest groups. Insure that all parks offer family oriented facilities.
- Provide a variety of programs for varied age and interest groups to complement and utilize the City's recreation facilities.
- Encourage Private/Public participation to generate interest in existing and new recreational facilities and programs.
- Develop recreation facilities that will generate revenue.
- Insure that full and equitable treatment is provided to all users of park facilities and programs.
- Encourage community participation in programs with emphasis on organized groups working with the City to accomplish desired Parks and Recreation goals.
- Develop and administer a comprehensive marketing and informational system for recreational facilities, areas, programs and services to increase participation, visibility and utilization.
- Continue to improve maintenance, security and programming methodologies for existing and future park areas
- Continue to diversify Community Center programs to respond to changing needs of patrons.

CF-12: To require concurrency between new development and adequate community facilities and improvements that should be installed in a timely manner to accommodate the development they are intended to serve.

CF-13: Although housing has traditionally been the domain of the private sector, local government can substantially affect the community's housing stock. Local government can use public services and regulatory measures to encourage or discourage undesirable poor quality types of housing developments. The provision of public services, the location of schools, zoning ordinance provisions, and building codes help to determine the location and character of housing in the City of Gulfport.

- Promotion of providing adequate and affordable housing for all residents of the City.
- Promotion of the development of a wide variety of housing types and choices throughout the City.
- Expansion of City services that are necessary for further development of adequate housing facilities.
- Protection of existing and future residential areas from encroachment of incompatible land uses.

F. DRAINAGE ELEMENT

Following are goals and objectives for the Drainage portion of the Community Facilities Element of the City of Gulfport Comprehensive Plan:

CFD-1: Minimize potential flood damage to existing and future development.

- Support and implement local projects for flood control that accommodate existing development and its surface water runoff.
- Utilize the Comprehensive Drainage Study component of the Comprehensive Plan to estimate and accommodate surface water runoff associated with new development.
- Allow development or redevelopment in floodplain or wetland areas only when impacts are adequately considered and properly mitigated.

CFD-2: Minimize the drainage related impacts of development on upstream and downstream properties.

- Support and implement local projects for drainage enhancements intended to accommodate new development.
- Allow development or redevelopment only when surface water impacts are adequately considered and properly mitigated.
- Encourage sustainable development practices.
- Implement effective erosion protection and sediment control measures.

CFD-3: Implement the Comprehensive Drainage Study to promote future stormwater management and flood control.

- Upgrade the City's Stormwater Management Program to address EPA Phase II Stormwater Regulations.
- Establish a pilot program for stormwater management in high priority basins.
- Update the City's development ordinances to address recommended stormwater management practices.
- Maintain a high quality development submittal review process.

- Consider establishment of a watershed development permit process.
- Support a regional stormwater management approach for high priority basins.

G. WATER ELEMENT

The following are goals and objectives for the Water Element: of the City of Gulfport Comprehensive Plan:

CFW-1: Provide an adequate water system for the entire City of Gulfport.

- Acquire all certificated water systems within the presently configured City and such added areas as are necessarily associated with such acquisitions outside the city limits.
- Interconnect all existing and acquired water systems.
- Extend water distribution lines into developed areas presently served by individual wells.
- Upgrade all water utility infrastructure to applicable standards for consumption and Municipal Fire Protection.
- Upgrade and/or replace all portions of the existing systems that are sub-standard.
- Extend, as needed by additional development, the City's water system into the balance of the Planning Area.
- Add such wells and storage tanks as required by the hydraulic analysis of the system.
- Upgrade and expand the water distribution system as warranted by development demand
- Install fire hydrants based on requirements of the Mississippi State Rating Bureau.
- Use and Implement the Water Utilities System Plan as the basis for adequate provision of water service to the entire City.

CFW-2: Encourage and increase conservation and efficient use of water resources.

- Support environmental programs and projects that promote water conservation.
- Authorize a task force to focus on groundwater use, monitoring, conservation, and preservation.

- Encourage sustainable development practices.
- Implement development ordinances that encourage the use of water conserving plumbing fixtures.

H. SEWER UTILITIES ELEMENT

The following are goals and objectives for the Sewer Utilities Element of the City of Gulfport Comprehensive Plan.

SU-1: Provide municipal quality sewage service to all potential customers within the City of Gulfport.

- Acquire all privately owned sewage collection systems within the City.
- Systematically upgrade the existing and acquired sewage systems to minimize infiltration and inflow and to optimize capabilities.
- Design and install such system upgrades as are needed to accommodate additional connections associated with additional growth in customers through development.
- Expand the sewage collection and transport capacity of the City's system as development warrants.
- Systematically replace older and inadequate pump stations and collection systems to increase system capacity and to extend into un-served areas.
- Implement the Sewer Utilities System Plan as outlined to accommodate the projected 20-year wastewater flows.
- Cooperate and support the Harrison County Wastewater Management District as relates to transport and disposal services.
- Strive to eliminate use of individual on site disposal systems within the City.

SU-2: Protect the quality of surface water and groundwater resources.

- Support environmental programs and projects that promote water quality.
- Implement an On-Site Wastewater Management Program.
- Strive to reduce the number of wastewater discharges (point sources of pollution).
- Strive to reduce non-point source pollution (surface run-off).
- Encourage sustainable development practices.

III. POPULATION AND ECONOMY

Underlying the Gulfport Comprehensive Plan are its resident population; local businesses, industries and institutions and those people who work for and do business with them; military facilities; transportation facilities and their patrons; and recreational visitors to the area. The following narrative and tabulations describe Gulfport from the population and economic points of view and present projections intended to help provide a scale indication of what Gulfport is likely to become during the 25 year horizon of the Comprehensive Plan.

A. POPULATION HISTORY

Population statistics compiled by the U.S. Bureau of the Census provide a periodic indication of the inhabitation of the City of Gulfport and trends in its change. **Table III-1** summarizes the 20th century history of Gulfport's population and also indicates the numerical change and percentage change for each decade. These figures reflect the territoriality of the City as it existed when the census was taken each 10 years. The City of Gulfport grew from 1,060 residents in 1900 to 71,127 residents in 2000. The average annual rate of population growth in the City during the 20th century was 4.3% per year.

Table III-1
City of Gulfport
History of Population

<u>CENSUS YEAR</u>	<u>POPULATION</u>	<u>INCREASE OVER PREVIOUS CENSUS</u>	<u>% CHANGE OVER PREVIOUS CENSUS</u>
1900	1,060	n/a	n/a
1910	6,386	5,326	502.45%
1920	8,157	1,771	27.73%
1930	12,547	4,390	53.82%
1940	15,195	2,648	21.10%
1950	22,659	7,464	49.12%
1960	30,204	7,545	33.30%
1970	40,791	10,587	35.05%
1980	39,676	-1,115	-2.73%
1990	40,775	1,099	2.77%
2000	71,127	30,352	74.44%

Source: U.S. Bureau of the Census and Joseph A. Lusteck & Associates, Inc.

Growth occurred in Gulfport during the past century because of natural increase, net migration and territorial expansion. The most recent decade, 1990 to 2000, was the period during which the City of Gulfport experienced its largest population increase, 30,352 persons or a 74.4% increase over its 1990 population. Its annual average rate of growth during the most recent decade was 5.7% per year. Annexation of the Orange Grove area to the City during this decade resulted in addition of over-one half of the total population growth experienced between 1990 and 2000.

During the 20-year time frame, 1980-2000, natural increase (births minus deaths by place of residence as reported by the Mississippi State Department of Health) accounted for the net addition of 7,199 persons or 40% of the City's total population increase. Of the remaining 10,776 persons added, 7,477 or 69%, can be identified with annexation and 3,299 with net in-migration.

Basic population characteristics important to the City of Gulfport and its Comprehensive Plan are the age and race distributions. **Table III-2** summarizes the age composition of the resident population of Gulfport during the 1970 – 2000 period. What has happened over the past 30 years in Gulfport is the population has aged. Preschoolers (under 5) dropped from 8.5% of total population in 1970 to 7.1% in 2000. Schoolagers (5 to 18 years) dropped from 30.1% to 22.0% of total population during these years. The labor force population (age 19 to 65 years) increased from 53.62 % to 59.45%, and the retirement age group grew from 7.8% to 11.4% of the City's total population over the thirty-year period. Continuation of these trends without significant in migration of labor force age residents will result in an increasing level of non earning residents in the City and will require a greater level of labor in-commutation to support local businesses, industries and institutions.

Table III-2
City of Gulfport
Population by Age, 1970-2000

<u>CENSUS YEAR</u>	<u>UNDER 5 YEARS</u>	<u>5 TO 18 YEARS</u>	<u>19 TO 65 YEARS</u>	<u>65 YEARS & OVER</u>	<u>TOTAL</u>
1970	3,457	12,284	21,863	3,187	40,791
1980	2,898	9,331	22,708	4,739	39,676
1990	3,033	7,763	24,091	5,888	40,775
2000	5,084	15,665	42,271	8,107	71,127

Source: U.S. Bureau of the Census

Racial composition of the resident population also will influence the City's future character. **Table III-3** represents the change in racial composition in the City of Gulfport from 1970 through 1980. The percentage of white residents in the City of Gulfport declined from 81.25% in 1970 to 62.18% in 2000. At the same time, the City's percentage of black residents increased from 18.15% to 33.52% of total and persons of other races increased from 0.6% of total in 1970 to 4.3% in 2000. This last change occurred primarily during the most recent decade and appears to include substantial in-migration of persons with Hispanic heritage. These trends are similar to those being experienced in cities throughout Mississippi because of racial differences in natural increase, aging and employment opportunities.

Table III-3
City of Gulfport
Population by Race, 1970-2000

<u>CENSUS YEAR</u>	<u>WHITE</u>	<u>BLACK</u>	<u>OTHER</u>	<u>TOTAL</u>
1970	33,146	7,412	233	40,791
1980	29,329	9,944	403	39,676
1990	28,496	11,656	490	40,775
2000	44,229	23,848	3,050	71,127

Source: U.S. Bureau of the Census

B. POPULATION PROJECTIONS

Population projections for the City of Gulfport were prepared based upon historic trends. Two alternative approaches were used to project the City's population because of the size of the Orange Grove annexation, which occurred during the 1990s decade. One approach used the 50 year arithmetic trend of population growth for Gulfport including all areas annexed as it occurred and the other used the past 10 years of growth on a net basis (including the Orange Grove annexation area as of 1990 in the base of the projection). The longer term, annexation inclusive trend, produces a slower projection of future population and the 10-year net approach produces a somewhat higher population projection. As the Comprehensive Plan looks to a 25-year horizon, the larger projection is probably most appropriate and was utilized.

The population projection presented envisions Gulfport's number of inhabitants increasing from 71,127 in 2000 to 107,817 in 2025. Its realization would see the City's population increasing by 36,690 people or 52% over the 25-year time frame of the Comprehensive Plan. An annual average numerical rate of

population growth projected is 4,312 persons, and the annual average percentage rate of growth projected is 1.68% per year. This projected numerical growth rate is higher than experienced between 1970 and 1990, which averaged 1,011 persons per year. The percentage rate of growth projected is slightly slower than the 1.87% annual average growth rate experienced by the City over the 30 years from 1970 to 2000.

Presented in **Table III-4** is a projection of population for the City of Gulfport segmented by age groups. The City's population is projected to increase, and each of the age groups included reflects the expectation of an increase. However, these projections were prepared so as to continue historic trends in the age composition of the City's population. This approach reflects the net effect of past biological, territorial and migration changes that have historically occurred in Gulfport. The assumption is that changes of the past will repeat themselves in the future. It is reasonable to expect that the City of Gulfport's population will continue to grow, its residents will continue to age, proportional change in the population in younger ages will continue to slow and proportional increase in older segments of the population will be realized.

Table III-4
City of Gulfport
Population Projections by Age, 2000-2025

<u>YEAR PROJECTED</u>	<u>UNDER 5 YEARS</u>	<u>5 TO 18 YEARS</u>	<u>19 TO 65 YEARS</u>	<u>65 YEARS & OVER</u>	<u>TOTAL</u>
2000	5,084	15,665	42,271	8,107	71,127
2005	5,492	16,566	46,922	9,485	78,465
2010	5,834	17,160	51,739	11,070	85,803
2015	6,147	17,697	56,443	12,854	93,141
2020	6,430	18,086	61,193	14,770	100,479
2025	6,792	18,436	65,770	16,819	107,817

Source: Joseph A. Lusteck & Associates, Inc., 2002

The projections indicate that the preschool population in Gulfport will grow by 34% while declining from 7.2% of the City's total population in 2000 to 6.4% in 2025. Similarly, the City's resident school age population is projected to increase by 18% during this time frame while the city's population total proportionally declines from 22.0% in 2000 to 17.0%.

As the City's younger age groups are continuing to grow while also experiencing declines in their proportion of the total population, the City's adult age groups are projected to experience increases in both numbers and percentage of the City's population. The projections indicate the City's labor force age population increasing by 56% between 2000 and 2025 and also increasing from 59.4% of the total population to 61.0% in 2025. Similarly, the City's retirement age population is projected to increase by 107% between 2000 and 2025, while increasing from 11.4% to 15.6% of the total population.

Presented in **Table III-5** is a similar projection of population for the City of Gulfport segmented by racial groups. The City's population is projected to increase 52% during the 25-year period and each of the primary racial groups included reflects the expectation of an increase. These projections were also prepared so as to continue historic trends in the racial composition of the City's population. This approach reflects the net effect of past biological, territorial and migration changes that have historically occurred in Gulfport. The assumption is that changes of the past will repeat themselves in the future. It is reasonable to expect that the City of Gulfport's population will continue to grow and that its racial composition will continue to experience the proportional shifts and compositional diversification as it has in the past.

Table III-5
City of Gulfport
Population Projections by Race, 2000-2025

<u>YEAR PROJECTED</u>	<u>WHITE</u>	<u>BLACK</u>	<u>OTHER</u>	<u>TOTAL</u>
2000	44,229	23,848	3,050	71,127
2005	49,246	25,144	4,075	78,465
2010	52,905	27,763	5,135	85,803
2015	54,695	32,322	6,124	93,141
2020	57,031	36,341	7,107	100,479
2025	60,381	38,857	8,579	107,817

Source: Joseph A. Lusteck & Associates, Inc., 2002

The projections presented in Table III-5 indicate that the City's white population will numerically increase by 37% between 2000 and 2025 while at the same time declining from 62.2% to 56.0% of the City's total population. Gulfport's Black population is projected to increase by 63% over the 25 year projection period

while at the same time proportionally increasing from 33.5% to 36.0% of the City's population total. The City's other population is projected to increase 181% over the 25 year time frame while increasing from 4.3% to 8.0% of the City's population total.

C. LABOR FORCE AND EMPLOYMENT

Employment in Gulfport is derived from its resident labor force and incommutation of labor from surrounding places of residence. Between 1970 and 2000, Harrison County's employment by place of work increased, from 90% to 114% of its employment by place of residence. During the 1990s, Harrison County's share of employment by place of work increased from 55% of the total for the Biloxi-Gulfport-Pascagoula SMSA to 59%. During the ten years between 1991 and, 2001, the City of Gulfport's resident labor force grew by 41%. During the 1990s Gulfport became a net importer of labor with the number of jobs within the City growing faster than the resident labor force. Unemployment in Gulfport declined by over 50% during the past decade.

Table III-6 summarizes labor market trends for Gulfport during the 1991 to 2001 period. The City's labor force experienced a 4.0% annual average rate of employment growth during this period. The percentage rate of unemployment declined by 48% during these years.

Table III-6
City of Gulfport
Labor Market Data, June 30, 1991-June 30, 2001

<u>YEAR</u>	<u>CIVILIAN LABOR FORCE</u>	<u>UNEMPLOYED</u>	<u>UNEMPLOYED RATE</u>	<u>EMPLOYED</u>
1991	21,500	1,920	8.9%	19,580
1992	21,070	1,870	8.9%	19,200
1993	24,830	2,060	8.3%	22,770
1994	21,720	1,370	6.3%	20,350
1995	21,830	1,760	8.1%	20,070
1996	22,520	1,620	7.2%	20,900
1997	20,200	1,340	6.6%	18,860
1998	30,340	1,270	4.2%	29,070
1999	31,570	1,210	3.8%	30,360
2000	32,440	1,360	4.2%	31,080
2001	30,390	1,410	4.6%	28,980

Source: Mississippi Employment Security Commission, data for years indicated

Gulfport's economy is an integral part of the Mississippi Gulf Coast economy, which is collectively experiencing a significant level of economic and employment growth. Mississippi Employment Security Commission information summarized in **Table III-7** indicates a continuing trend of increase in civilian labor force, employment of the resident labor force, and establishment based employment in Harrison County during the past thirty years. Much of the establishment-based growth has been in the services sector. While there have been year to year fluctuations in the numbers, the past decade's overall experience of the local economy as related to employment has been very good.

Table III-7
Harrison County
Labor Data

	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Labor Force							
By Place of Residence							
Civilian Labor Force	41,710	50,070	62,580	70,850	72,230	81,620	88,430
Unemployed	2,040	3,540	3,510	5,880	4,840	5,220	3,720
Unemployment Rate	4.9	7.1	5.6	8.3	6.7	6.4	4.2
Employed	39,670	46,530	59,070	64,970	67,390	76,400	84,710
Employment by Place of Work							
	20,657	27,764	42,637	48,225	53,008	70,424	83,373

Source: Mississippi Employment Security Commission

The 2000 U.S. Census indicates that 63.6% of the City of Gulfport's population age 16 and over is in the labor force with a female rate of labor force participation of 58.7%. It also indicates that 7.1% of the City's employed persons work outside their county of residence, which is the lowest percentage of labor outmigration of any municipality along the Mississippi Gulf Coast.

Information from the past four Economic Censuses presented in **Table III-8** reflects the City of Gulfport's historic establishment and employment experience for the retail, wholesale, manufacturing and service industries. The figures indicate trends of consolidation in retail, wholesale, and manufacturing along with continuing growth in the service sector. This source of information indicates that these sectors included 69% of employment in Gulfport in 1992 and increased to 87% in 1997.

Table III-8
City of Gulfport
Economic Census Data

	<u>NUMBER OF ESTABLISHMENTS</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ANNUAL PAYROLL</u> (\$1,000)	<u>RECEIPTS</u> (\$1,000)
RETAIL SALES				
1982	596	4,621	37,620	334,802
1987	489	5,030	16,542	387,493
1992	410	5,126	54,788	625,891
1997	395	4,958	77,839	861,529
WHOLESALE				
1982	94	913	14,105	185,979
1987	115	899	14,994	172,553
1992	121	971	19,778	190,337
1997	98	1,147	27,577	286,137
MANUFACTURERS				
1982	73	3,000	50,600	287,200
1987	61	2,300	39,800	221,700
1992	67	2,500	55,400	265,400
1997	67	1,885	50,430	259,316
SERVICE INDUSTRIES				
1982	425	2,637	31,142	94,236
1987	504	3,399	54,076	154,769
1992	545	4,597	88,391	232,357
1997	728	8,376	152,535	433,233

SOURCE: U.S. BUREAU OF THE CENSUS

Manufacturing data for the City of Gulfport was collected from the 2001 Directory of Mississippi Manufacturers. The Directory of Mississippi Manufacturers is published annually with the cooperation of the Mississippi Development Authority and the Mississippi Manufacturers Association. The information provided consists of the business name, address, phone number, address and phone number of a parent company (if applicable), administrative heads of the companies, number of employees, date business was established, estimated yearly sales, private or public ownership, and a four digit S.I.C. number and description.

The Manufactures Directory for 2001 showed that the City of Gulfport had 112 manufacturing businesses, with a total of 3,332 employees. Of the 112 manufacturing businesses 107 are privately owned and 5 are publicly owned. A detailed table of these findings is presented in the Appendix to this plan.

Another view of the City's retail trade sector is shown in **Table III-9** which reflects the trend of retail trade taxpayers, gross sales and gross tax paid on them for the 1990 through 2001 period. It reflects a significant trend of increase in the City of Gulfport Comprehensive Plan

number of retail establishments, gross sales and sales per establishment. The gross revenue from the City's casino facilities amounted to 14% of its total retail sales in 2001.

Table III-9
City of Gulfport
Retail Sales Trends

<u>YEAR</u>	<u>NUMBER OF TAXPAYERS</u>	<u>GROSS TAX</u>	<u>GROSS SALES</u>
1990	1,371	\$20,461,436	\$380,119,123
1991	1,374	\$20,369,382	\$378,884,108
1992	1,380	\$21,625,397	\$404,626,472
1993	1,363	\$27,423,033	\$458,285,548
1994	1,963	\$41,049,030	\$689,424,406
1995	1,968	\$56,758,165	\$899,136,228
1996	2,069	\$62,551,712	\$923,331,570
1997	2,016	\$68,274,443	\$1,050,538,289
1998	2,007	\$69,457,336	\$1,088,902,836
1999	2,141	\$81,394,130	\$1,270,958,364
2000	2,162	\$88,579,411	\$1,366,083,500
2001	2,073	\$89,548,234	\$1,379,590,296

Source: Mississippi State Tax Commission Annual Reports, 1991-2001

Sales Tax Revenue is a primary source of revenue for the City of Gulfport representing 20% of total revenue collected. The state of Mississippi levies a general sales tax of 7% on most retail sales. Of this amount, each municipality receives 18.5% of the amount collected within its corporate borders.

In 1993 legalized dockside gambling enabled the City of Gulfport to entice two major casino gambling operations. The City's policy has been to permit a limited number of casinos. These operations have had significant positive effects on the business community and the tourist population. The casino gaming industry continues to have a positive economic effect on the City of Gulfport and the entire Mississippi Gulf Coast.

Following is **Table III-10** that illustrates the gross revenue that the City of Gulfport has received since the establishment of dockside gaming in 1993.

Table III-10
City of Gulfport
Total Gaming Revenue 1993- August 2002

<u>FISCAL YEAR</u>	<u>GROSS REVENUE</u>	<u>GULFPORT'S SHARE OF GROSS</u>
1993	\$69,544,187.50	\$1,471,705.40
1994	\$153,968,187.52	\$3,257,913.20
1995	\$125,448,312.50	\$2,728,211.60
1996	\$154,338,843.75	\$3,439,575.80
1997	\$151,210,531.00	\$3,368,324.00
1998	\$156,232,518.00	\$3,480,299.00
1999	\$166,886,948.00	\$3,718,074.00
2000	\$189,257,087.00	\$4,216,815.00
2001	\$190,550,425.00	\$4,240,693.00
Aug-02	\$180,956,021.00	\$4,014,498.96

D. CONCLUSIONS AND RECOMMENDATIONS

The population and economy of Gulfport has experienced a significant amount of growth during the past decade. Territorial expansion contributed not only additional residents and establishments but also the opportunity to accommodate a larger amount of internal growth. Through 1993, Gulfport's population and economic growth curve was starting to level off as reflected in various series of pertinent data. Since the City's Orange Grove annexation, a large amount of additional development has occurred within Gulfport that has contributed to its present levels of population and economic activity and trends of growth.

IV. LAND USE ELEMENT

A. Introduction

The City of Gulfport Comprehensive Plan's Land Use Element expresses the City's aspirations, expectations, plans and policies regarding development and preservation of land within the presently configured City and the adjacent Planning Area. The fundamental purpose of the Future Land Use Plan is to guide the future development and use of real estate and to preserve those existing uses that should be retained. The land use recommendations are subject to use suitability of the natural environment, availability and capacity of access and utilities, existing land use and development conditions, locational criteria, and accommodation of expectable future growth needs. Realization of population, economic and market growth will influence the character, quantity and quality of future development and use of appropriately located and otherwise suitable land within Gulfport.

Developmental uses recommended are intended to adjoin presently developed areas, are generally accessed by federal and state highways and arterial roads, are contiguous rather than disbursed, and avoid low lying and otherwise environmentally unsuitable or unsafe locations. The Future Land Use Plan recommends concentration of compatible land uses, separation of incompatible land uses, accommodation of noise incompatibilities, allocation of sufficient amounts of land in the various use types to provide for choice and competition, accommodation of all necessary and desirable institutional uses, and preservation of historic and environmental resources.

The Future Land Use Plan advocates a sustainable combination of urban land uses within the City of Gulfport and its adjacent Planning Area. Most of the developmental uses are envisioned as occurring in the Biloxi River Drainage Basin during the next 25 years. Floodways, floodplains and wetlands, to the extent possible, should be avoided for residential development and use. Likewise, placement of residential development adjacent to high traffic volume roadways, railroads, and in the noise control area of the Gulfport-Biloxi Regional Airport should be avoided for safety and noise avoidance reasons. Effective storm water management is considered an essential component of land development within Gulfport along with utilities and local access streets constructed to acceptable standards. Preservation of open land for aesthetic, storm water management and recreational uses is encouraged.

B. Existing Land Use History

The history of land use within the presently configured City of Gulfport was determined through review of prior studies; subdivision platting activity, census information and year built information from the Harrison County tax roll files. **Table IV-1** summarizes the total quantitative change for the major land use type

groups identified as development uses over a 32 year span from 1968 to 2000. This information is important to the Planning Area's land use analysis in that it reflects a quantitative trend of change that occurred in the City of Gulfport over a long period.

Table IV-1
City of Gulfport
Land Use Change, 1968-2000

LAND USE CLASSIFICATION	1968			2000		
	EXISTING LAND USE CITY AND PLANNING AREA			EXISTING LAND USE CITY OF GULFPORT		
RESIDENTIAL	3,743	31.75%		9,917	43.87%	
COMMERCIAL	378	3.21%		2,111	9.34%	
INDUSTRIAL	655	5.56%		1,142	5.05%	
SCHOOLS AND RECREATIONAL	964	8.18%		1,222	5.41%	
PUBLIC & SEMI PUBLIC	1,227	10.41%		1,624	7.18%	
STREETS	2,959	25.10%		3,765	16.66%	
TRANSPORTATION AND UTILITIES	1,862	15.80%		2,822	12.49%	
DEVELOPED	11,788	100.00%	32.14%	22,603	100.00%	55.50%
WATER	7,535		20.54%	5,755		14.13%
VACANT	17,355		47.32%	12,369		30.37%
TOTAL	36,678	100.00%		40,727		100.00%

SOURCES: 1968 - THE GULFPORT PLAN, ARCH R. WINTER, 1968

Existing land use information for Gulfport and adjacent unincorporated territory was compiled by Arch R. Winter and summarized in "The Gulfport Plan, 1968." It included measurement of 36,678 acres or 57.3 square miles. This appears to be an area that is similarly configured to the presently configured City's 40,727 acres or 64 square miles. A difference in the water area is recognized; however, its elimination from the analysis enhances comparability.

The 1968 Existing Land Use study summarized the use of 11,788 acres into major urban use types in an area similarly configured to the present City of Gulfport. The 2000 Existing Land Use study summarized the use of 22,603 acres into the same major urban use types.

The land use proportions changed somewhat between 1968 and 2000 in Gulfport. Residential uses accounted for 31.75% of the City's land in use in 1968 and 43.8% in 2000. This increase reflects larger lot sizes and lower residential densities within the City and that were added by annexations of adjacent suburban areas.

Incremental conversion of land from underdeveloped to developed between 1968 and 2000 amounted to approximately 10,815 acres or an average of 338 acres per year, some of which was annexed and some of which was developed. **Table IV-2** shows the amount of land use change by major use types from 1968 to 2000, based on the two land use studies considered. Residential uses predominated land absorption during these years followed in order by commercial, transportation and utilities and streets. Smaller quantifiable changes are reflected for industrial, public and semipublic and schools and recreational uses.

Table IV-2
City of Gulfport
Developed Land Use Change, 1968-2000

LAND USE CLASSIFICATION	1968-2000 CHANGE EXISTING LAND USE CITY OF GULFPORT	
	Acres	Percent of Total
RESIDENTIAL	6,174	57.09%
COMMERCIAL	1,733	16.02%
INDUSTRIAL	487	4.50%
SCHOOLS AND RECREATIONAL	258	2.39%
PUBLIC & SEMI PUBLIC	397	3.67%
STREETS	806	7.45%
TRANSPORTATION AND UTILITIES	960	8.88%
DEVELOPED	10,815	100.00%

SOURCE: JOSEPH A. LUSTECK & ASSOCIATES, INC. 2002

Gulfport's residential development in the territory considered in "The Gulfport Plan, 1968" averaged 4.35 units net residential per acre. In 2000, the City's residential density averaged 2.98 units per net residential acre. The difference is the result of diversification of housing type, addition of newer, larger lot subdivision areas and annexation of lower density suburban residential subdivisions and acreage home sites.

C. Existing Land Use

A study of existing land use was undertaken as the basis for the Comprehensive Plan's Land Use Element. **Map IV-1** illustrates Existing Land Use in the City of Gulfport. The work was done on a parcel-by-parcel basis using the 2000 Harrison County tax maps. The method used was to first code the development status of each parcel as indicated on the Harrison County land roll. Next the coding was checked against available aerial photomaps for consistency. Third, the study area was "field" verified by a windshield survey. The "Standard Land

Use Coding Manual" was used as the basis for parcel use designation. This classification is very similar to the Mississippi State Tax Commission's system that is required for tax assessors. The primary land use was the use that was coded. This is particularly important because a mixture of development uses is sometimes found. For graphic presentation, the land uses were aggregated into compatible use types. The uses were quantified using the base map parcel acreages. The existing land use analysis was mapped, measured and analyzed using ARC/VIEW GIS.

Table IV-3 presents a quantitative description and analysis of existing land use in the City of Gulfport and its adjacent Planning Area. The effective date of the information is 2000. The existing land use information that is summarized is for two portions of the City, both before and after its annexation in 1994 and the adjacent Planning Area. Prior to the annexation, the City was 64.3% built out; the annexation area was 53.4% built out; the enlarged City of Gulfport was 58.6% built out; the adjacent Planning Area was 35.4% built out and the entire 104 square mile area studied was found to be 50.4% developed in urban use.

Considering the environmental situation of the City, this is a high level of build out on a gross basis for a coastal area that is bisected by natural drainage and associated flood ways and flood plains, further complicated by an associated wetlands environment.

Residential areas represent the largest percentage of developed land in use in each of the three segments quantified as well as in the City of Gulfport in total and the adjacent Planning Area. As a percentage of developed land, residential uses in the City before annexation included 33.1%; in the annexation area, 50.8%; and in the surrounding Planning Area, 76.3%. In the City as presently configured, 41.6% of the developed land in use is residential. In the combined area, 51.2% is in residential use.

Commercial uses of land in the City of Gulfport comprise 8.8% of its developed area. In that portion of the City, the amount of land in commercial use amounts to 8.4%. Of the area annexed, 9.4% of land is in commercial use. The Planning Area's developed land in commercial use is 4.6%; for the combined territory, it is 7.7%.

Industrial use in Gulfport amounts to 21.8% of developed land in the City with a 24.1% rate in that portion before annexation and 19.5% in the annexed area. The adjacent Planning Area contains only a small amount of industrial use, just under 1.0% of its developed land. The entire area measured was found to be 16.1% developed in industrial uses.

Public and semi-public uses account for 12.0% of developed land in use in Gulfport with a 17.1% rate in the City before annexation and a 6.4% rate in the annexed territory. The adjacent Planning Area has only 7.3% of its developed

land in public and semi-public use. Developed land in the entire area was found to be 10.6% in public and semi-public use.

Streets and rights-of-way account for 15.8% of developed land in use in Gulfport; 10.8% in the adjacent Planning Area; and 14.4% in the entire area. Within the City, the percentage of developed land in streets and rights-of-way is 17.4% in the City before annexation and 14.3% in the annexed area.

Areas not improved and uncommitted to their present use, such as water areas, sand beach and resource production (mining) amount to 25.9% of the area within the City with only 9.4% so situated in the City before annexation and 40.7% in the 1994 annexation area. In the adjacent Planning Area, 58.4% of the land area is undeveloped and unused, bringing the combined total for the entire area to 38.5% undeveloped and unused.

The Comprehensive Plan can influence most greatly those areas of undeveloped and unused land, because they are likely to be developed. It can encourage maintenance of existing improved uses along with adaptive reuse and/or redevelopment where warranted. Most developed lands in the City are likely to remain in their present state, although there are likely to be instances of redevelopment and adaptive reuse.

One view of likely future development can be concluded for the presently configured City of Gulfport through use of the 1968 to 2000 data on land use change within the presently configured City. Development of land in urban uses averaged 338 acres per year over this 32-year period. Using this average for another 25 years would result in absorption of 8,450 acres in the presently configured City of Gulfport. When combined with already developed 23,850 acres in the City, the percentage of build out would grow to 79.3%, a high percentage of build out. Although it could be physically possible, because of private ownership and control, realization of this high a rate of build out may not be achievable. Annexation of additional territory to the City would be warranted when the City's build out reaches somewhere in the 60% to 65% range.

Table IV-3
City of Gulfport
Existing Land Use, 2000

LAND USE CLASSIFICATION	CITY BEFORE 1994 ANNEXATION			AREA ANNEXED IN 1994			CITY AS ENLARGED BY 1994 ANNEXATION		
	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED
RESIDENTIAL									
Single Family Residential	3,682.50	19.15%	29.78%	4,964.05	23.09%	43.22%	8,646.55	21.23%	36.25%
Mobile Homes and Parks	92.61	0.48%	0.75%	653.00	3.04%	5.69%	745.61	1.83%	3.13%
2 to 4 Family Residences	35.56	0.18%	0.29%	26.97	0.13%	0.23%	62.53	0.15%	0.26%
Apartment & Condo Complexes	247.59	1.29%	2.00%	89.22	0.42%	0.78%	336.81	0.83%	1.41%
Housing for Special Populations	29.82	0.16%	0.24%	44.58	0.21%	0.39%	74.40	0.18%	0.31%
All Others	0.00	0.00%	0.00%	51.41	0.00%	0.00%	51.41	0.00%	0.00%
TOTAL RESIDENTIAL	4,088.08	21.26%	33.06%	5,829.23	27.12%	50.75%	9,917.31	24.35%	41.58%
COMMERCIAL									
Retail Trade	270.99	1.41%	2.19%	482.21	2.24%	4.20%	753.20	1.85%	3.16%
Services	354.55	1.84%	2.87%	184.44	0.86%	1.61%	538.99	1.32%	2.26%
Hotels & Motels	30.95	0.16%	0.25%	26.71	0.12%	0.23%	57.66	0.14%	0.24%
Eating & Drinking Places	62.67	0.33%	0.51%	39.43	0.18%	0.34%	102.10	0.25%	0.43%
Medical & Other Health Services	83.98	0.44%	0.68%	36.35	0.17%	0.32%	120.31	0.30%	0.50%
Heavy Commercial	199.04	1.04%	1.61%	308.30	1.43%	2.68%	507.34	1.25%	2.13%
Casinos	31.34	0.16%	0.25%	0.00	0.00%	0.00%	31.34	0.08%	0.13%
All Others	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
TOTAL COMMERCIAL	1,033.50	5.37%	8.36%	1,077.44	5.01%	9.38%	2,110.94	5.18%	8.85%
INDUSTRIAL									
Manufacturing	84.60	0.44%	0.68%	408.87	1.90%	3.56%	493.47	1.21%	2.07%
Warehouse/Storage/Distribution	0.00	0.00%	0.00%	193.89	0.90%	1.69%	193.89	0.48%	0.81%
Transportation/Communications/Public Util.	1,465.22	7.62%	11.85%	1,356.63	6.31%	11.81%	2,821.85	6.93%	11.83%
Airport and Related Facilities	1,247.42	6.49%	10.09%	0.00	0.00%	0.00%	1,247.42	3.06%	5.23%
Railroads	146.54	0.78%	1.19%	276.02	1.28%	2.40%	422.56	1.04%	1.77%
Automobile Parking	32.36	0.17%	0.26%	0.00	0.00%	0.00%	32.36	0.08%	0.14%
TOTAL INDUSTRIAL	2,976.14	15.48%	24.07%	2,235.41	10.40%	19.46%	5,211.55	12.80%	21.85%
PUBLIC & SEMI-PUBLIC									
Governmental Facilities	1,225.03	6.37%	9.91%	101.14	0.47%	0.88%	1,326.17	3.26%	5.58%
Schools & Related Facilities	261.74	1.36%	2.12%	322.80	1.50%	2.81%	584.54	1.44%	2.45%
Churches & Related Facilities	103.34	0.54%	0.84%	171.39	0.80%	1.49%	274.73	0.67%	1.15%
Parks, Playgrounds & Sports Facilities	156.34	0.81%	1.26%	134.47	0.63%	1.17%	290.81	0.71%	1.22%
Cultural, Entertainment & Recreation Fac.	309.97	1.61%	2.51%	0.00	0.00%	0.00%	309.97	0.76%	1.30%
Public Assembly, Resorts & Group Camps	36.85	0.19%	0.30%	0.00	0.00%	0.00%	36.85	0.09%	0.15%
Civic, Social & Fraternal Organizations	16.88	0.09%	0.14%	0.00	0.00%	0.00%	16.88	0.04%	0.07%
Welfare & Charitable Organizations	2.51	0.01%	0.02%	0.00	0.00%	0.00%	2.51	0.01%	0.01%
All Others	0.00	0.00%	0.00%	2.88	0.01%	0.03%	2.88	0.01%	0.01%
TOTAL PUBLIC & SEMI-PUBLIC	2,112.66	10.89%	17.09%	732.88	3.41%	6.38%	2,845.34	6.99%	11.93%
STREET & HWY RIGHTS OF WAY	2,153.61	11.20%	17.42%	1,611.24	7.49%	14.03%	3,764.85	9.24%	15.79%
TOTAL LAND DEVELOPED IN URBAN USES	12,363.99	64.30%	100.00%	11,486.00	53.43%	100.00%	23,849.99	58.56%	100.00%
BEACH & UNDEVELOPED & RESERVED AREAS									
Beach	214.05	1.11%	0.00%	0.00	0.00%	0.00%	214.05	0.53%	0.00%
Resource Production & Extraction	34.91	0.18%	0.00%	304.41	1.42%	0.00%	339.32	0.83%	0.00%
Undeveloped & Unused Land Areas	1,802.64	9.37%	0.00%	8,745.58	40.68%	0.00%	10,548.22	25.90%	0.00%
Inland Water Areas	282.45	1.36%	0.00%	961.66	4.47%	0.00%	1,244.11	3.01%	0.00%
Sound Water Area	4,551.45	23.67%	0.00%	0.00	0.00%	0.00%	4,551.45	11.18%	0.00%
TOTAL UNDEVELOPED & RESERVED AREAS	6,865.50	35.70%	0.00%	10,011.65	46.57%	0.00%	18,877.15	41.44%	0.00%
COMBINED TOTAL	19,229.49	100.00%	100.00%	21,497.65	100.00%	100.00%	40,727.14	100.00%	100.00%

Source: Joseph A. Lusteck & Associates, Inc.

Table IV-3
City of Gulfport
Existing Land Use, 2000 Continued

LAND USE CLASSIFICATION	CITY AS ENLARGED BY 1994 ANNEXATION			PLANNING AREA SURROUNDING CITY			TOTAL AREA COMBINED		
	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED	ACRES	PERCENT OF TOTAL	PERCENT OF DEVELOPED
RESIDENTIAL									
Single Family Residential	8,646.55	21.23%	36.25%	5,960.56	22.03%	62.27%	14,337.11	21.54%	43.46%
Mobile Homes and Parks	745.61	1.83%	3.13%	1,262.91	4.97%	14.04%	2,028.52	3.05%	6.15%
2 to 4 Family Residences	62.53	0.15%	0.26%	0.00	0.00%	0.00%	62.53	0.09%	0.19%
Apartment & Condo Complexes	336.61	0.83%	1.41%	0.00	0.00%	0.00%	336.61	0.51%	1.02%
Housing for Special Populations	74.40	0.18%	0.31%	0.00	0.00%	0.00%	74.40	0.11%	0.23%
All Others	51.41	0.00%	0.00%	0.00	0.00%	0.00%	51.41	0.00%	0.00%
TOTAL RESIDENTIAL	9,917.31	24.35%	41.58%	6,973.47	27.00%	76.31%	16,890.78	25.38%	51.20%
COMMERCIAL									
Retail Trade	753.20	1.85%	3.18%	304.66	1.18%	3.33%	1,057.86	1.59%	3.21%
Services	538.99	1.32%	2.26%	80.40	0.31%	0.88%	619.39	0.93%	1.88%
Hotels & Motels	57.66	0.14%	0.24%	4.60	0.02%	0.05%	62.26	0.09%	0.19%
Eating & Drinking Places	102.10	0.25%	0.43%	15.32	0.06%	0.17%	118.02	0.18%	0.36%
Medical & Other Health Services	120.31	0.30%	0.50%	0.00	0.00%	0.00%	120.31	0.18%	0.36%
Heavy Commercial	507.34	1.25%	2.13%	18.41	0.07%	0.20%	525.75	0.79%	1.59%
Casinos	31.34	0.08%	0.13%	0.00	0.00%	0.00%	31.34	0.05%	0.10%
All Others	0.00	0.00%	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00%
TOTAL COMMERCIAL	2,110.94	5.18%	8.85%	423.99	1.64%	4.64%	2,534.93	3.81%	7.68%
INDUSTRIAL									
Manufacturing	493.47	1.21%	2.07%	1.38	0.01%	0.02%	494.85	0.74%	1.50%
Warehouse/Storage/Distribution	193.89	0.48%	0.61%	0.00	0.00%	0.00%	193.89	0.29%	0.59%
Transportation/Communications/Public Util.	2,821.85	6.93%	11.83%	16.70	0.06%	0.18%	2,838.55	4.26%	8.60%
Airport ABD Related Facilities	1,247.42	3.06%	5.23%	0.00	0.00%	0.00%	1,247.42	1.87%	3.78%
Railroads	422.56	1.04%	1.77%	67.11	0.26%	0.73%	489.67	0.74%	1.48%
Automobile Parking	32.36	0.08%	0.14%	0.00	0.00%	0.00%	32.36	0.05%	0.10%
TOTAL INDUSTRIAL	5,211.55	12.80%	21.85%	85.19	0.33%	0.93%	5,296.74	7.96%	16.06%
PUBLIC & SEMI-PUBLIC									
Governmental Facilities	1,326.17	3.26%	5.56%	47.92	0.19%	0.52%	1,374.09	2.06%	4.17%
Schools & Related Facilities	584.54	1.44%	2.45%	0.00	0.00%	0.00%	584.54	0.88%	1.77%
Churches & Related Facilities	274.73	0.67%	1.15%	222.85	0.86%	2.44%	497.58	0.75%	1.51%
Parks, Playgrounds & Sports Facilities	290.81	0.71%	1.22%	36.46	0.14%	0.40%	327.27	0.49%	0.99%
Cultural, Entertainment & Recreation Fac.	309.97	0.76%	1.30%	0.00	0.00%	0.00%	309.97	0.47%	0.94%
Public Assembly, Resorts & Group Camps	36.85	0.09%	0.15%	357.83	1.39%	3.92%	394.68	0.59%	1.20%
Civic, Social & Fraternal Organizations	16.88	0.04%	0.07%	0.00	0.00%	0.00%	16.88	0.03%	0.05%
Welfare & Charitable Organizations	2.51	0.01%	0.01%	1.86	0.01%	0.02%	4.37	0.01%	0.01%
All Others	2.88	0.01%	0.01%	0.00	0.00%	0.00%	2.88	0.00%	0.01%
TOTAL PUBLIC & SEMI-PUBLIC	2,845.34	6.99%	11.93%	666.92	2.58%	7.30%	3,512.26	5.28%	10.65%
STREET & HWY RIGHTS OF WAY	3,764.85	9.24%	15.79%	989.00	3.83%	10.82%	4,753.85	7.14%	14.41%
TOTAL LAND DEVELOPED IN URBAN USES	23,849.99	58.56%	100.00%	9,138.57	35.38%	100.00%	32,988.56	49.56%	100.00%
BEACH	214.05	0.53%	0.00%	0.00	0.00%	0.00%	214.05	0.32%	0.00%
Resource Production & Extraction	339.32	0.83%	0.00%	1,204.84	4.68%	0.00%	1,544.16	2.32%	0.00%
Undeveloped & Unused Land Areas	10,548.22	25.90%	0.00%	15,076.14	56.37%	0.00%	25,624.36	38.50%	0.00%
Inland Water Areas	1,224.11	3.01%	0.00%	409.54	1.59%	0.00%	1,633.65	2.45%	0.00%
Sound Water Area	4,551.45	11.18%	0.00%	0.00	0.00%	0.00%	4,551.45	6.84%	0.00%
TOTAL UNDEVELOPED & RESERVED AREAS	18,877.15	41.44%	0.00%	16,690.52	64.62%	0.00%	33,567.67	50.44%	0.00%
COMBINED TOTAL	40,727.14	100.00%	100.00%	25,829.09	100.00%	100.00%	66,556.23	100.00%	100.00%

Source: Joseph A. Lustek & Associates, Inc.

D. Future Land Use Plan

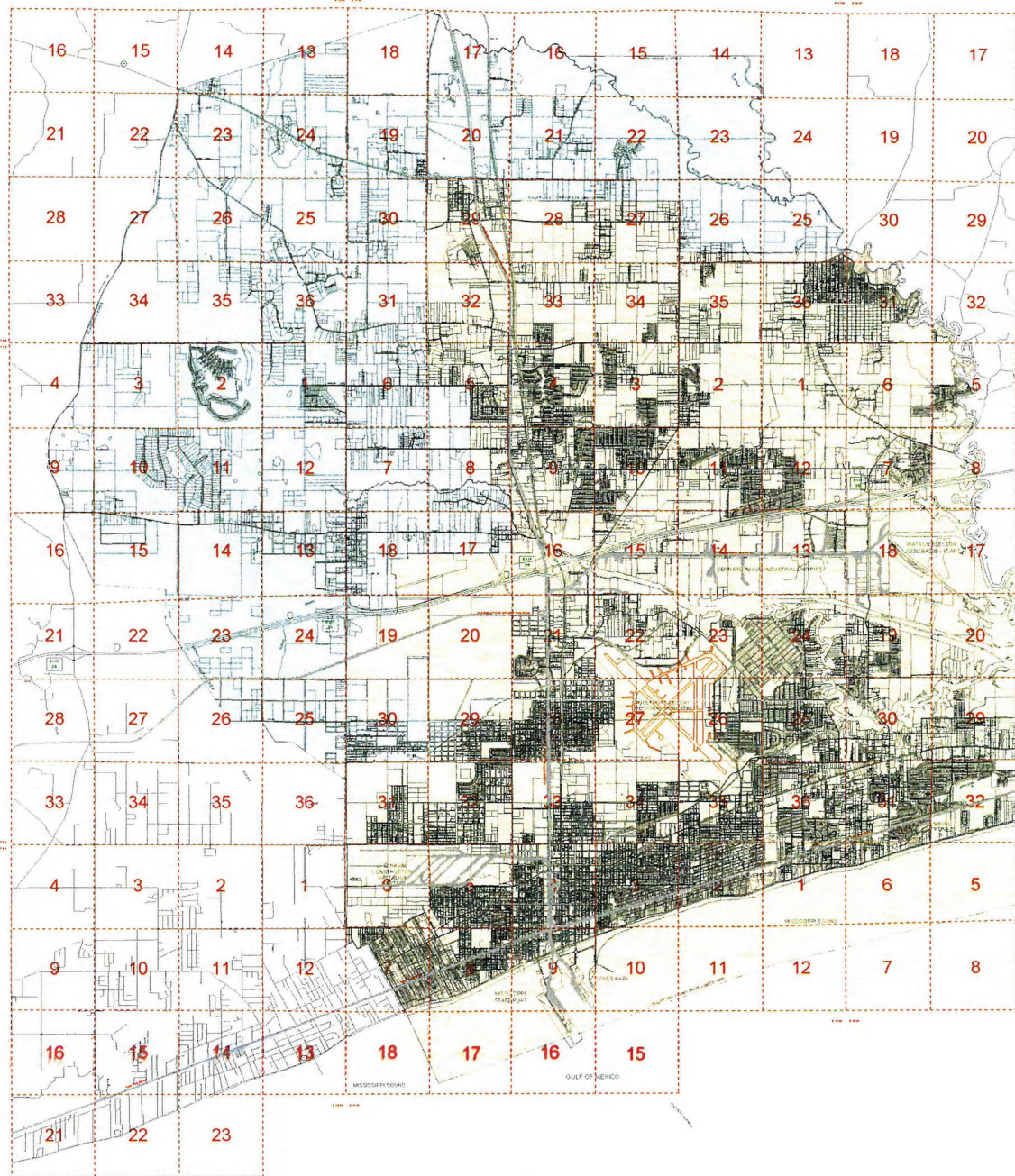
The Future Land Use Plan for the City of Gulfport and the surrounding Planning Area is presented in the introductory statement of purpose and content, Comprehensive Plan Overview, and concepts underlying the Comprehensive Plan; the Goals and Objectives with emphasis on those focused on the Land Use Element; along with the following land use descriptions, summary projections of future land use need and the Future Land Use Plan Map. **Map IV-2** illustrates Existing Land Use within Gulfport and its adjacent Planning Area.

I - 1



CITY OF GULFPORT

COMPREHENSIVE PLAN

PLANNING AREA DELINEATION



LEGEND

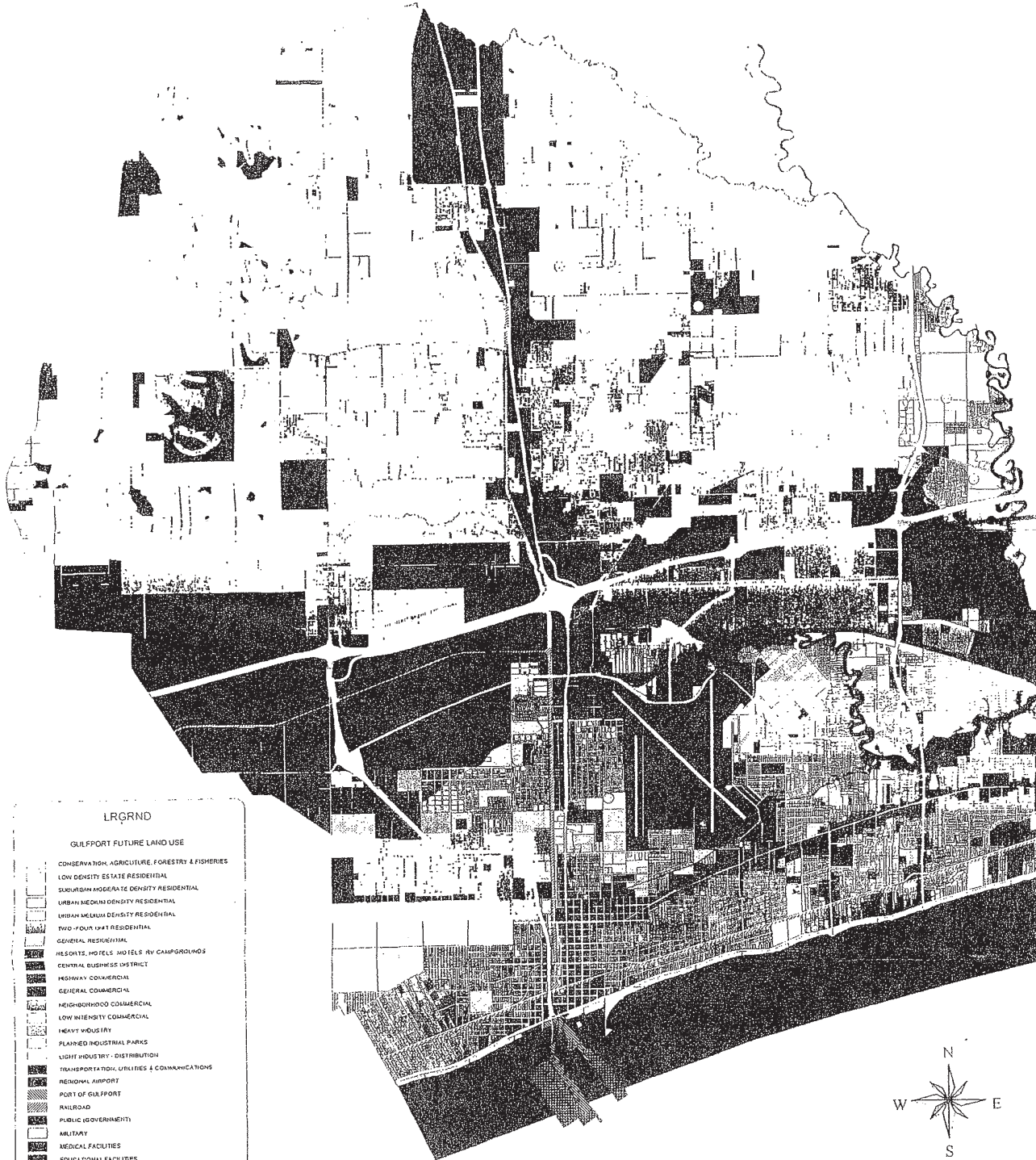
-  GULFPORT CORPORATE LIMITS
-  PLANNING AREA

JOSEPH A. LUSTECK & ASSOCIATES, INC.
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THIS MAP ACCURATE FOR PLANNING PURPOSES ONLY

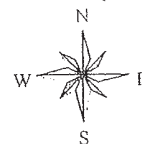
IV-3² CITY OF GULFPORTCOMPREHENSIVE PLANFUTURE LAND USE



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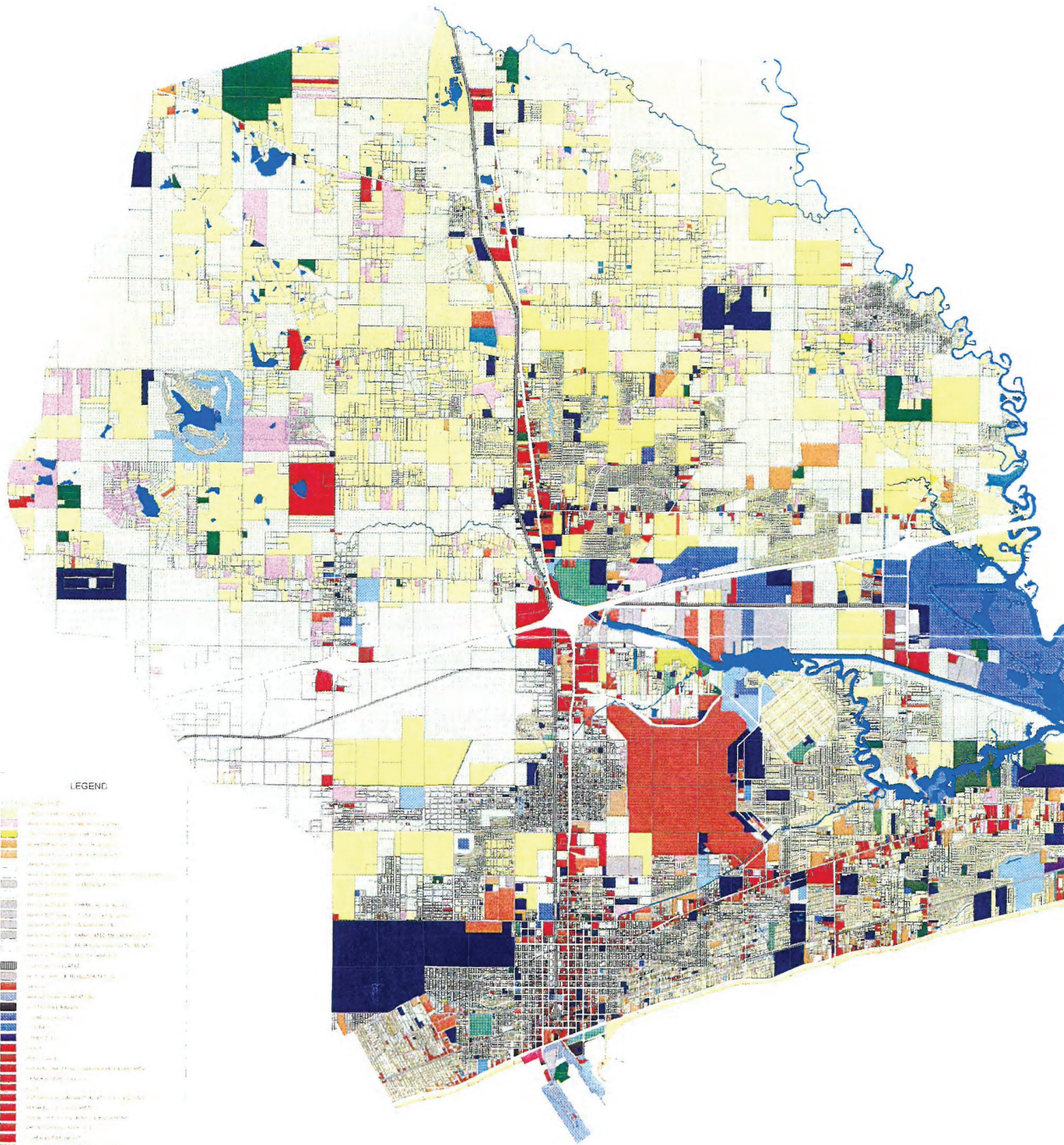
GULFPORT FUTURE LAND USE

- CONSERVATION, AGRICULTURE, FORESTRY & FISHERIES
- LOW DENSITY RESIDENTIAL
- SUBURBAN MODERATE DENSITY RESIDENTIAL
- URBAN MEDIUM DENSITY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- GENERAL RESIDENTIAL
- RESORTS, HOTELS, AND ELS RV CAMPGROUNDS
- CENTRAL BUSINESS DISTRICT
- HIGHWAY COMMERCIAL
- GENERAL COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- LOW INTENSITY COMMERCIAL
- HEAVY INDUSTRY
- PLANNED INDUSTRIAL PARKS
- LIGHT INDUSTRY - DISTRIBUTION
- TRANSPORTATION, UTILITIES & COMMUNICATIONS
- REGIONAL AIRPORT
- PORT OF GULFPORT
- RAILROAD
- PUBLIC GOVERNMENT
- MILITARY
- MEDICAL FACILITIES
- EDUCATIONAL FACILITIES
- RELIGIOUS INSTITUTIONS
- CIVIC, SOCIAL & FRATERNAL ORGANIZATIONS
- APPROVED PARKS
- NATURAL PARK
- GOLF COURSE
- PUBLIC ASSEMBLY
- CEMETARY
- WATER
- BEACH



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IV - 1 CITY OF GULFPORT COMPREHENSIVE PLAN EXISTING LAND USE



LEGEND

- 1. AGRICULTURE
- 2. FOREST
- 3. WETLANDS
- 4. OPEN SPACE
- 5. PARKS
- 6. RECREATION
- 7. COMMERCIAL
- 8. INDUSTRIAL
- 9. RESIDENTIAL
- 10. MIXED USE
- 11. OFFICE
- 12. RETAIL
- 13. EDUCATION
- 14. HEALTH CARE
- 15. GOVERNMENT
- 16. TRANSPORTATION
- 17. UTILITIES
- 18. WASTE
- 19. WATER
- 20. AIR
- 21. SOIL
- 22. CLIMATE
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E. SUMMARY OF LAND USE CLASSIFICATIONS

Conservation Land Use Classification

01. Conservation Use Classification: This land use classification is composed of lands that are not suitable for urban development and use, either due to their location and environmental characteristics, or because they are used for productive forestry, agriculture, or aquaculture purposes. Land in this classification may be swamp, tidal marsh, designated wetlands, floodways or floodplains or may contain soils that will not support urban development. Urban development in the Conservation Classification should be limited to temporary improvements unless buildings or structures meet all standards adopted by the City and all other applicable jurisdictions for construction in such areas and mitigation of resulting adverse impacts.

Residential Land Use Classifications

10. Estate (Low Density) Residential Classification: This classification is composed of real estate intended to be developed and used for low density single family residential purposes along with additional adjacent open area where it is likely and desirable that such similar development should occur. Included in the single-family residential uses contemplated for the Estate Residential Classification are mobile and modular homes as well as conventionally built residences on individual lots. Some of the land in this classification is probably not served by the full range of urban utilities such as water, sanitary sewers, natural gas or storm water drainage infrastructure. Each residence built on land with this classification must have frontage on a dedicated public road. Although this land use classification is primarily intended for residential development and use, it is recognized that forestry, agriculture and the raising of livestock may be desired activities by some owners in such situations. Therefore, provision should be made for such rural activities with appropriate safeguards for nearby residents.

The recommended density for residential development in the Estate Residential Classification is one dwelling unit per two acres or more, subject to approval by the Mississippi State Board of Health for lots not served by public sanitary sewer or a central sewage disposal and treatment system. A typical residential lot size in the two to five acre range is contemplated.

11. Suburban (Moderate Density) Residential Classification: The intent and purpose of this residential land use classification is to provide for lots resulting in low housing and population densities. Typically, residential development in this land use classification will be subdivided and fully

improved with urban infrastructure and must have frontage on a public road. However, new subdivision lots in this classification may not front on a State Highway or arterial road.

Primary uses in the Suburban Residential Classification are limited to single family detached residences. Certain structures and uses required to serve education, religious, utilities and non-commercial recreational needs of surrounding developed areas are also intended to be included within this classification subject to appropriate minimum site size and adequate on-site parking requirements.

The recommended density is up to three dwelling units per acre. However, approval of the Mississippi State Board of Health for lots not served by public sanitary sewer or a central sewage disposal system is required. A typical residential lot size in the 15,000 square foot to two-acre range is contemplated in the Suburban Residential Classification.

12. Urban (Medium Density) Residential Classification: This residential land use classification is composed of lands and structures intended for conventional medium density single family residential subdivision development and additional open area where it is desirable and likely that such similar development will occur.

Primary uses in the Urban Residential Classification are limited to single family residences and such complementary nonresidential institutional uses as are intended primarily to provide services to the neighborhood. Lots developed and used in this residential land use category will be in fully improved subdivisions with frontage on a public road. However, new subdivision lots in this classification may not front on an arterial road or state highway.

Recommended density is up to five dwelling units per acre. All structures must be connected to a public sanitary sewer system and a public water distribution system. A typical lot size in the 10,000 to 15,000 square foot range is contemplated in this classification.

13. Urban (Medium Density) Manufactured Housing Park/Subdivision Classification: This land use classification is composed of land intended for development and use of medium density mobile and modular home subdivisions and manufactured housing park development along with adjacent open area where it is desirable and likely that similar additional development will occur.

The primary use intended for land in this classification is limited to sites designed to accommodate manufactured housing. Lots developed and used in this residential land use classification will be in fully improved

subdivisions or mobile home park situations with frontage on a public road. However, new subdivision lots or mobile home parks in this classification may not front on an arterial road or state highway. Structures and uses required to serve educational, religious, utilities and non-commercial recreational needs of surrounding developed areas are also intended to be included within this classification subject to appropriate minimum site size and adequate on site parking requirements.

The recommended densities are up to five dwelling units per acre for subdivisions and up to six units per acre for manufactured housing parks. All structures must be connected to a public sanitary sewer system and a public water distribution system. A typical lot size in the 7,500 to 10,000 square foot range is contemplated in the Urban Manufactured Housing Park/Subdivision Classification.

14. Two to Four Family Residential Classification: This classification is composed of areas where it is desirable to provide alternative forms of owner and renter occupancy housing on small lots and in multiple unit structures at a slightly higher density by providing for two family and limited multiple dwelling attached structures containing up to four units in addition to single family detached residences.

Lots developed and used in this two to four family residential land use classification will be in fully improved subdivisions with frontage on a public road. However, new subdivision lots in this classification may not front on an arterial road or state highway. Structures and uses required to serve educational, religious, utility, and non-commercial recreational needs of surrounding developed areas are also intended to be included in this classification, subject to appropriate minimum site size and adequate on site parking requirements.

The recommended density for this classification is five to ten dwelling units per acre. All structures must be connected to a public sanitary sewer system and a public water distribution system. A typical lot size in the 6,000 to 10,000 square foot range is contemplated for single family detached units, and lots in the 8,000 to 12,000 square foot range are contemplated for two to four family attached units in the Two to Four Family Residential Land Use Classification.

15. General Residential Classification: This land use classification is composed of limited areas where it is desirable to provide for higher density residential use. Because of the greater density of population and concentration of vehicles, these districts are situated where they may more easily be served by public and commercial services and have direct access to major and minor thoroughfares and collector streets. Developments in this classification may face and have direct access to

arterial roads and State highways subject to all applicable standards.

The General Residential Classification provides for single-family residences, two to four unit buildings, apartment and condominium complexes as well as housing for special populations. Lots developed and used in this residential land use classification will be in fully improved subdivisions with frontage on a public road. Lots in this classification may not front directly on an arterial road or state highway. Structures and uses required to serve educational, religious, utility and non-commercial recreational needs of surrounding developed areas are also intended to be included within this classification subject to appropriate minimum site size and adequate on site parking requirements.

The recommended densities are five to ten dwelling units per acre for single family and two to four family residential use. All structures in this classification must be connected to a public sanitary sewer system and a public water distribution system. A typical lot size in the 7,500 to 10,000 square foot range is contemplated for single-family units and a 8,000 to 12,000 square foot lot size range is contemplated for two to four family attached units in this classification. Multifamily residential development at a density as high as 26 units per acre is expected. However, the existing land use survey revealed that the average multifamily residential density in the City was 10.3 units per acre

16. Transient Housing Classification: This land use classification is intended to accommodate large hotels and motels and resort complexes on competitively located commercially zoned sites. High accessibility and visibility are recognized as necessary for this type of enterprise. Density of development, on-site parking, and structural height are to conform to the zoning district in which the property is located so as to be compatible with and complement the surrounding properties. Locations on an access to an arterial road or State highway are preferred.

Commercial Land Use Classifications

20. Highway Commercial Classification: This land use classification is intended to include high intensity commercial activities requiring high visibility and accessibility for businesses where some or all of the activity is conducted outdoors. This classification includes such activities as automobile, truck or other vehicle dealerships; heavy equipment dealers; recreational vehicle sales; manufactured housing sales lots; yard and garden centers; lumber yards and building material dealers; truck stops; bus terminals; outdoor recreational enterprises such as recreational vehicle campgrounds, water parks, commercial golf courses and driving ranges, drive-in theatres, and amusement parks.

Essential to the definition of the Highway Commercial Land Use Classification is its adjacency to a major highway or interstate interchange and provision for commercial uses that require substantial use of outdoor space. Included in this classification are businesses that cater to the motoring public, such as convenience stores, fast food restaurants, service stations, branch banks, hotels and motels, and similar uses. General and neighborhood commercial uses are included in this classification definition along with institutional and governmental facilities and functions.

21. General Commercial Classification: This classification is intended to include areas to accommodate businesses in which the principal activity is conducted indoors. The General Commercial Classification is defined to include shopping centers, discount stores and freestanding retail commercial facilities such as supermarkets, home improvement centers, furniture and appliance stores, electronics stores and other "big box" type merchants. Included in this land use classification are hotels and motels, medical and other professional service establishments, commercial broadcast studios, funeral homes, veterinary clinics, office developments of all types and related facilities. All types of office and service businesses could be located in the General Commercial Land Use Classification. A higher intensity and density of development is envisioned for development in the General Commercial Land Use Classification. It is recognized that general neighborhood commercial uses would be included in this classification definition along with institutions and governmental facilities and functions. Access to development in this classification should be from an arterial route or state highway. Multi-building and multi-tenant structures are contemplated along with freestanding out-parcels on large development sites.
22. Neighborhood Commercial Classification: This classification is intended to include areas to accommodate service oriented businesses such as small convenience retail centers, freestanding grocery stores, package stores, drug/variety stores, specialty retailers, video stores, neighborhood restaurants, pick-up laundry and dry cleaning establishments, day care facilities, branch banks, and similar convenience uses that satisfy the daily household needs of the surrounding neighborhoods. A moderate development density is contemplated in this classification. It is recognized that low impact commercial uses are included in this classification's definition along with institutional and governmental facilities and functions.
23. Low Impact Trade and Services Commercial Classification: This classification is intended for areas with low intensity, low density commercial and institutional facilities and a low volume of traffic. Uses contemplated include smaller professional and business offices; instructional services such as business or technical schools; studios for

fine arts; personal service establishments such as hair styling shops, portrait studios, day care facilities; and office based professional service businesses. The Low Impact Trade and Services Classification is intended to provide a transition between low-density residential uses and higher density uses such as general commercial.

Industrial Land Use Classifications

30. Freestanding Heavy Industrial Classification: This land use classification includes uses that, by reason of their operation, create conditions that are obnoxious due to noise, odor, smoke or outdoor activities. These uses are freestanding and located independently of other uses. Construction yards are included in this classification. Adequate setbacks and buffers should be provided adjacent to nearby uses. Direct access from an Arterial road or State highway is necessary. The site may also be served by rail, water or air transportation. The largest heavy industrial use facility in the Gulfport area is the Jack Watson Electric Generating Plant. Uses of this type are preferable located in an industrial park or larger freestanding situation

General Industrial Land Use Classifications

General Industrial land use classifications include several types of facilities. Most are concentrated in the Harrison County Development District's Bernard Bayou Industrial District and at the Port of Gulfport. Following are types of industrial uses and situations contemplated for the General Industrial Land Use Classification:

31. Planned Industrial Parks: This includes uses in a self-contained environment that do not operate in such a manner as to be obnoxious to surrounding properties. Included in this classification are manufacturing, fabrication, distribution and storage or warehouse uses that are conducted both indoors and outdoors. The uses are grouped in a park-like setting with appropriate setbacks and buffers from adjoining properties. Truck, rail and water access are typically available.
32. Distribution Centers: These uses are of a bulk, storage and distribution nature that do not manufacture any product on site but receive and distribute products from the site. The uses may be freestanding with highway orientation or be grouped in a planned industrial park setting. This classification includes warehouse and storage facilities.
33. Transportation, Utility and Communications Classification: This classification includes major urban infrastructure facilities such as electric power substations, natural gas regulator stations, water towers, broadcast, microwave and other communications towers, transmission and/or

distribution installations for electricity, natural gas and water; sanitary sewage collection and treatment and telecommunications facilities.

34. Regional Airport: This classification includes all facilities of the Gulfport-Biloxi Regional Airport that are open to the general public for military, commercial, and private aircraft operations, including passenger and freight facilities.
35. Port of Gulfport: This classification includes all facilities of the Port of Gulfport that are not leased to commercial enterprises.

Institutional Land Use Classifications

Public and Semi Public Land Use Classification: Several subdivisions are included under the institutional use classification. All sites developed in this classification must be located on an arterial road and be of sufficient size to accommodate anticipated full development, including adequate, on-site vehicular access, circulation and parking.

40. Public: Property or facilities owned and used by the United States, the State of Mississippi, Harrison County, or the City of Gulfport. All existing public facilities are shown on the Plan along with all of the City of Gulfport's permanent and temporary police and fire stations and its public assembly facilities.
41. Military: Any facility owned and operated by a branch of the United States Armed Forces that is not subject to the police power of the City of Gulfport.
42. Hospital and Medical: Any licensed institution providing health services primarily for in-patients and medical and surgical care of the sick or injured. Included as integral parts of the institutions are related facilities and laboratories, outpatient facilities, training facilities, central service facilities and staff and professional offices and clinics.
43. Educational: An institution, whether public or private, that provides for the instruction in the specifics of learning to students of all ages. Location of schools adjacent to parks, recreation and open space is encouraged to facilitate joint use.
44. Religious and Related: Any facility maintained for the purpose of providing instructional or worship opportunities for persons in the service and worship of God or an acknowledged deity, along with all ancillary educational, social, and recreational facilities.

45. Civic/Social/Fraternal: An establishment owned and/or maintained by a civic organization, social group or fraternal organization that is used for meetings and activities of its members and guests.

Parks, Recreation and Open Space

50. Improved: Land and facilities that have been designated for use as parks, recreation and open space, whether privately owned or owned by a public entity. The land is set aside for recreational purposes and may be used by the public either for a user fee or at no cost.
51. Natural: Unimproved sites that may be set-aside for passive recreational use.
52. Water: Water areas that may be used for active or passive activities, either privately or commercially.
53. Beach: The sand beach along the Mississippi Sound.
54. Proposed Parks: Ten-acre neighborhood park sites are identified throughout the City for acquisition in advance of need and for improvement as surrounding development warrants.
55. Public Assembly: Buildings designed for meetings, performance, entertainment, and special purposes, whether public or privately owned and operated.

F. Future Land Use Projections

Future land use projections were prepared using existing land use data, housing trend data, population projections, historic land absorption figures and land use relationship ratios. These projections are presented in **Table IV-4** for the presently configured City, the Planning Area, and the combined area in five-year increments for each major land use category.

The starting point for the Future Land Use projections is the number of acres of land in each use type in the year 2000. Over the 25-year projection period, it is expected that total land absorption of 17,014 acres or 26.5 square miles will occur. This is an average of 680 acres per year, of which 8,124 acres (or an average of 325 acres per year) is expected to occur in the presently configured City of Gulfport and 8,899 acres (or an average of 355 acres per year) is projected for the adjacent Planning Area.

The projected Future Land Use quantities for the presently configured City are somewhat similar to the 32-year absorption average experienced between the 1968 and 2000 Existing Land Use surveys. An increasing share of new development is envisioned as moving into the Planning Area over the next 25-year period.

In 2000, the presently configured City accounted for 70.3% of the combined total of land in developed use for the City and the adjacent Planning Area. While continuing to experience growth at a declining rate, the City is expected to contain 63.9% of the combined total by 2025.

Reserved water, beach and other resources are held constant in the projections, indicating conservation. If the projections are realized, the City of Gulfport as presently configured will be 78.8% built out in urban use through 2025. The surrounding Planning Area will be 69.7% built out, and the combined area will be 75.3% built out. These are high levels of build out.

Table IV-4
City of Gulfport
Future Land Use Needs, 2000-2025

MAJOR LAND USE CLASSIFICATIONS	PRESENTLY CONFIGURED CITY (ACRES)	SURROUNDING PLANNING AREA (ACRES)	COMBINED TOTALS (ACRES)
RESIDENTIAL			
2000	9,917	6,973	16,890
2005	10,593	8,040	18,633
2010	11,268	9,107	20,375
2015	11,944	10,174	22,118
2020	12,620	11,240	23,860
2025	13,295	12,307	25,603
COMMERCIAL			
2000	2,110	424	2,534
2005	2,254	542	2,795
2010	2,398	659	3,057
2015	2,541	777	3,318
2020	2,685	895	3,580
2025	2,829	1,012	3,841
INDUSTRIAL			
2000	5,211	85	5,296
2005	5,566	276	5,842
2010	5,921	468	6,389
2015	6,276	659	6,935
2020	6,631	850	7,482
2025	6,986	1,042	8,028
PUBLIC & SEMI PUBLIC			
2000	2,845	666	3,511
2005	3,039	834	3,873
2010	3,233	1,003	4,235
2015	3,427	1,171	4,598
2020	3,620	1,340	4,960
2025	3,814	1,508	5,322
STREET & HWY. RIGHTS OF WAY			
2000	3,764	989	4,753
2005	4,020	1,223	5,243
2010	4,277	1,457	5,734
2015	4,533	1,691	6,224
2020	4,790	1,925	6,714
2025	5,046	2,159	7,205
TOTAL LAND DEVELOPED IN URBAN USES			
2000	23,847	9,137	32,984
2005	25,472	10,915	36,387
2010	27,096	12,693	39,790
2015	28,721	14,471	43,193
2020	30,346	16,250	46,596
2025	31,971	18,028	49,998
RESERVED WATER, BEACH, & RESOURCES			
2000	6,330	1,614	7,944
2005	6,330	1,614	7,944
2010	6,330	1,614	7,944
2015	6,330	1,614	7,944
2020	6,330	1,614	7,944
2025	6,330	1,614	7,944
REMAINING VACANT LAND			
2000	10,550	15,078	25,628
2005	8,925	13,300	22,225
2010	7,301	11,522	18,822
2015	5,676	9,744	15,419
2020	4,051	7,965	12,016
2025	2,426	6,187	8,614
TOTAL SURFACE AREA			
2000	40,727	25,829	66,556
2005	40,727	25,829	66,556
2010	40,727	25,829	66,556
2015	40,727	25,829	66,556
2020	40,727	25,829	66,556
2025	40,727	25,829	66,556

Source: Joseph A. Lusteck & Associates, Inc. 2001

G. Policies for Future Land Use Development

After proper public hearings the City of Gulfport should adopt the Future Land Use Plan as its official policy with regard to future development of real estate within the City of Gulfport, which is its area of jurisdiction.

The Future Land Use Plan should provide one basis for all public policy decisions regarding land use development. These decisions should include, but not be limited to, such matters as zoning, subdivision control, site plan review and approval, public buildings, parks, playgrounds and other open spaces, street development and upgrading, acquisition, disposition and use of public property, public fiscal programs and financial planning, phasing of development, natural resource and environmental control and conservation, and related matters.

The Future Land Use Plan should be flexible and responsive to changing conditions, community goals and development needs and real estate realities. To accomplish this, the Comprehensive Plan should be reviewed and evaluated periodically at a minimum of once every five years. The Planning Commission should accept the responsibility for noting changes in local economic, social and physical conditions as they apply to land use development, and they should periodically make recommendations to the City Council on such matters as the occasion demands.

To achieve the support and cooperation of the citizens of the City of Gulfport as to the goals of the Future Land Use Plan, copies should be printed and made available to the general public. These also need to be reviewed periodically and revised and updated as warranted.

H. Substantive Land Use Policies

1. Existing development meeting the general criteria of land use compatibility should be preserved and enhanced.
2. Conflicts between incompatible land uses should be resolved through an equitable amortization of such land uses and such use incompatibles should be prevented in the future.
3. Policy decisions related to the phasing of development should be balanced between realistic quantities of land needed for the various land uses proposed for development and the City's fiscal ability to provide the additional facilities and utilities required by such development.
4. Transportation and community facilities should be provided concurrently with new development.

5. The impact of both existing and new developments of all types of land use on the ecological balance of the City of Gulfport should be minimized.
6. New real estate developments should share in funding of infrastructure that is necessary to accommodate its inhabitants and end users.
7. Economy and efficiency should be utilized to the extent possible in the provision of necessary public services required by new growth and development.
8. Provision of adequate major streets for the safe and efficient circulation of people and goods should be a high priority.
9. Public facilities and amenities should be provided within the City to accommodate the needs and desires of its residents.

Residential Land Use

1. Adequate amounts of land for such uses should be available in all potential development areas of the City of Gulfport.
2. A wide variety of housing types, densities and prices should be allowed and encouraged in response to the needs and demands of the market.
3. Adequate and conveniently located recreational facilities and spaces and other community facilities of a service nature should be provided.
4. Small, cohesive concentrated groups of neighborhood-type commercial service businesses should be allowed in locations that will support residential developments. The total number should be the minimum necessary to provide service in a three-mile radius.
5. Single spot-type locations of commercial uses in residential areas should be prohibited or at least discouraged.
6. Planned high quality residential development should be encouraged with incentives provided to developers of such uses.
7. Higher density residential developments should be located near major activity centers throughout the City of Gulfport with adequate amounts of useable open space for the occupants.
8. Development and implementation of a City of Gulfport Redevelopment Plan is recommended to deal with the re-use of areas that are well located but have substandard improvements.

Commercial Land Use

1. Development of a limited number of small, neighborhood-type, convenience retail and service centers with market orientation to a surrounding area of about three miles should be allowed to serve the City's built up residential areas. These facilities should be located at or near major street intersections or at intersections of major thoroughfares and collector streets.
2. All existing commercial uses, especially those in the downtown area need to be strengthened. This can be accomplished in part by creation of a more visually attractive appearance and provision of adequate parking accommodations. Preparation and implementation of the recommended Community Redevelopment Plan could assist in fulfilling this need.
3. Development of spot commercial uses should be discouraged throughout the City.

Industrial Land Use

1. Existing, freestanding location of small industrial uses in isolated areas near residential neighborhoods should be tolerated until such time that more diversely located industrial parks are established. At such time, said uses should be encouraged to relocate. Care should be used in the interpretation and implementation of the Non-conforming Use section of the Zoning Ordinance to help achieve this goal.
2. Since most major heavy industrial users require relatively large level land areas with direct access to railroad lines and major highways, vacant land within the City of Gulfport should be identified, acquired well in advance of need, appropriately zoned and set aside for future industrial use.
3. Other land uses, especially residential, should be prohibited in industrial areas. The use of wooded areas in conjunction with recreational use provides a desirable buffer between industrial uses and other developments. Preservation of industrial land from residential encroachment can be assured by appropriate industrial zoning.
4. Industrial uses should be regulated by performance standards and environmental criteria established by the Environmental Protection Agency.

Public and Semi-Public Uses

1. Public facilities should be located to provide ease of access to the citizens.

2. Advance land acquisition for future parks and public facility sites insures that prices paid for land are fair to both the landowners and the taxpayers.

Parks, Recreation, Open Space and Conservation Areas

1. Ample and suitably located land should be provided for parks and recreation development in strategically located areas of the City. There should be facilities and activities for all age levels and groups.
2. Many existing water areas and wooded areas should be preserved in their natural state both for ecological reasons and to provide nature areas. Woodland tracts provide excellent buffers between various land uses and edges of urbanization.
3. Continued identification, acquisition and preservation of a citywide system of parks, open spaces and recreation areas is a desirable City objective.
4. The provision of adequate open space and recreational areas in new residential developments should be assured through developer initiatives and regulatory codes such as the Zoning Ordinance and Subdivision Regulations.

I. Zoning Ordinance Recommendations

1. Add a planned unit development district capable of accommodating large scale mixed residential use developments and common elements under an owner's association.
2. Add Adult Entertainment Regulations
3. Add a requirement that zoning be in accordance with the City's adopted Comprehensive Plan
4. Add a special use district capable of accommodating business park type developments.
5. Add or update definitions
 - A. Group homes
 - B. Personal care homes
 - C. Contemporize the definition of convenience retail uses to include multi product/multi merchant facilities. Do not limit size.

- D. Define day care facilities to include nurseries for small children, facilities for preschool and after school care for school age children and facilities for elder day care.
- E. Clarify that access to a site is to be from a dedicated, improved and in use public street.

J. Implementation of Future Land Use Plan Recommendations

The proposals of the Future Land Use Plan may be realized through the use of various implementation techniques, some of which are listed below:

1. The Comprehensive Plan is the total group of plans that relate to the physical design of the City of Gulfport. The Future Land Use Plan is one part of the Comprehensive Plan. Other elements include the Transportation Plan, and the Community Facilities Plan which addresses Water, Sewer, Stormwater Management, Housing, Public Buildings and Parks and Recreation. Some elements of these plans have been incorporated into the Future Land Use Plan, such as the location of community facilities. Others have influenced its configuration.
2. Land Use Development Policies are both specific and general statements and criteria relating to realization of the City's Goals and Objectives for land use. Suggested policies are presented in this document that will serve as an official statement of guidelines for desirable land use and development.
3. A Public Works Development Plan is often referred to as the jurisdiction's Capital Improvements Plan. It identifies specific public improvements and establishes priorities for their implementation. It is in the public interest that money spent for public facilities be carefully planned and implemented in an efficient and economical manner. The Public Works Development Plan provides a flexible technique for allocation of funds for infrastructure development that can help realize the aims of the Future Land Use Plan by influencing the direction and extent of infrastructure, which will influence new development.
4. The Comprehensive Development Code is the total group of regulatory codes that provide the power under law of enforcing the regulation of those factors that are deemed necessary for the public health, safety, morals and general welfare.

The City of Gulfport Zoning Ordinance is one example of the tools that should be used to insure the successful implementation of community goals. It is important that the Zoning Ordinance interrelates with other ordinances and codes to insure the proper implementation of the Comprehensive Plan.

Citizen participation in the planning process is one of the most vital factors toward achievement of community goals and objectives expressed in the various elements of the City of Gulfport Comprehensive Plan. When the constituents have participated in the decision-making process and the policies and plans that affect them, there is more likelihood that the plans will be carried out.

An informed citizenry is more likely to respond positively to land use-planning initiatives. Therefore, it is imperative that residents of the City be kept informed of and involved with the Future Land Use Plan and its implications, development proposals and related public decisions through all possible forms of communication. In addition, formal input from interested community groups and appointed commissions should be actively solicited.

V. TRANSPORTATION PLAN

A. Existing Conditions

The Transportation Plan Element of the Comprehensive Plan for the City of Gulfport describes existing transportation resources now serving the City and its environs and also contains recommendations for the future development and improvement of streets and highways as well as for the upgrading of existing road facilities, the elimination of potentially dangerous roadways and intersections, and continued development of the Gulfport-Biloxi Regional Airport, Port of Gulfport, and railroad facilities.

Gulfport, like many other growing municipalities in Coastal Mississippi, has found that its transportation routes that were adequate in the past have become increasingly inadequate as new development occurs and the associated impact of increased traffic is felt. Significant improvement has been made to the City's development and traffic circulation capability by widening streets, improving intersections, and adding new roads to access developing areas. Two major north/south traffic routes are presently being developed. This should significantly alter and improve vehicular circulation and reduce congestion along the Highway 49 corridor. These are the Cowan-Lorraine Road corridor and the Canal Road extension, which will both connect to I-10 interchanges.

Air transportation is provided at the Gulfport-Biloxi Regional Airport, located within the City near the Interstate 10-Highway 49 interchange. The Gulfport-Biloxi Regional Airport is the primary airport in South Mississippi. It is a multifunctional airport providing scheduled passenger and charter service, freight service, general aviation and military operations.

Gulfport is accessed by three I-20 interchanges: Exit 31 at Canal Road on the west side of the City; Exit 34 at Highway 49, near the center of the City; and Exit 38 at Lorraine Road near the eastern edge of the City. An additional interstate interchange is needed for Gulfport and is recommended for a location that is midway between Exits 34 and 38.

Mississippi Department of Transportation records indicate that the City of Gulfport has 250.84 miles of streets within its boundaries. Of this total, 12.19 miles are state designated and state maintained. The remaining 238.65 miles are not state maintained. Of these, 232.07 miles are paved, and 6.58 miles are unpaved. The City's major traffic arteries are federal and state highways.

Highways and major thoroughfares in Gulfport and its Planning Area include:

- Interstate 10
- U. S. Highway 49
- Mississippi Highway 53
- Cowan-Lorraine Road
- Airport Road
- Broad Avenue
- Canal Road
- County Farm Road
- Dubuys Road
- John Clark Road
- Landon Road
- North Swan Road
- O'Neal Road
- Orange Grove Road
- Three Rivers Road
- 15th Street
- 30th Avenue
- 33rd Avenue.

Road improvements needed for Gulfport and its adjacent Planning Area contained in the cost feasible "Mississippi Gulf Coast Area 2020 Transportation Plan" include:

- 28th Street widening from two lanes to four
- 30th Avenue extension from 28th to 34th Street/new four-lane street
- U. S. Highway 49 widening from six lanes to eight/Airport Road to Landon Road
- Dedeaux Road widening from two to four lanes/Three Rivers Road to Lorraine Road
- Washington Avenue widening from two to four lanes/Hewes to Airport Road
- 15th Street widening from two lanes to four lanes/Broad Street to 30th Avenue
- Creosote Road Extension/U. S. 49 to Canal Road
- 30th Avenue Extension/30th Avenue to Canal Road
- Pass Road widening from four lanes to six lanes/28th Street to Keesler Air Force Base
- CSX Corridor through City/new four-lane.

Projects now underway that are included in the "Mississippi Gulf Coast 2020 Transportation Plan," which is the cost feasible plan for the Gulfport area, include:

U. S. Highway 49 widening from four to six lanes/28th Street to Turkey Creek
Dedeaux Road widening from two to four lanes/U. S. 49 to Three Rivers Road

Cowan/Lorraine Road widening from two to four lanes/U. S. 90 to I-10
 Lorraine Road new four-lane/I-10 to MS 67
 Interstate 10 widening from four to six lanes/Exit 28 to Exit 58.

The Mississippi Statewide Transportation Improvement Program is updated annually. Inclusion of projects considers recommendations of the "Mississippi Gulf Coast Area Transportation Plan." Participation by the City of Gulfport in this planning process is essential to selection of needed local transportation projects for funding through the Mississippi Statewide Transportation Improvement Program.

The Gulf Coast Transit Authority prepared a proposal to improve transit service on the Mississippi Gulf Coast for the Gulf Regional Planning Commission. The proposal outlines major traffic generators in the Gulf Coast area. Following are major traffic generators in the City of Gulfport.

- CB Base
- Gulfport Factory Shops
- State Port at Gulfport
- Gulfport Biloxi International Airport
- Crossroads Mall
- Bayou Bernard Industrial Park
- Coast Coliseum and Convention Center
- Keesler Air Force Base

Map V-1 depicts the existing transportation system serving Gulfport and its environs as the baseline for the future transportation system plan. It shows the location of the Gulfport-Biloxi Regional Airport, the Port of Gulfport, streets and highways, the railroad routes, power transmission lines, and natural gas pipelines that traverse and serve the area. These essential facilities influence the potential for real estate development. Also shown on the map are water bodies and streams that significantly influence the configuration of development and circulation in the area.

Rail transportation is an essential asset to the Gulfport economy. The City is served by two railroads. The CSX runs an east/west line approximately parallel to and north of U. S. Highway 90. The KCS runs a north/south route west of and parallel to U. S. Highway 49. KCS also has an east/west line that intersects with their north/south line south of I-10 and west of Highway 49, as well as a line that runs through the Bayou Bernard Industrial District, which runs to the Watson Electrical Generating Plant. Rail serves the Port of Gulfport and the Bayou Bernard Industrial District.

There are presently no grade separations between major streets and highways in Gulfport and the two significant railroad lines that effectively bisect parts of the City. While this matter has periodically been studied, no activity has been taken

to date regarding provision of any railroad grade separations. It is recommended that provision of at least two and preferably three railroad grade separations along the east/west and north/south railroad routes through the City be provided during the time frame of the Comprehensive Plan.

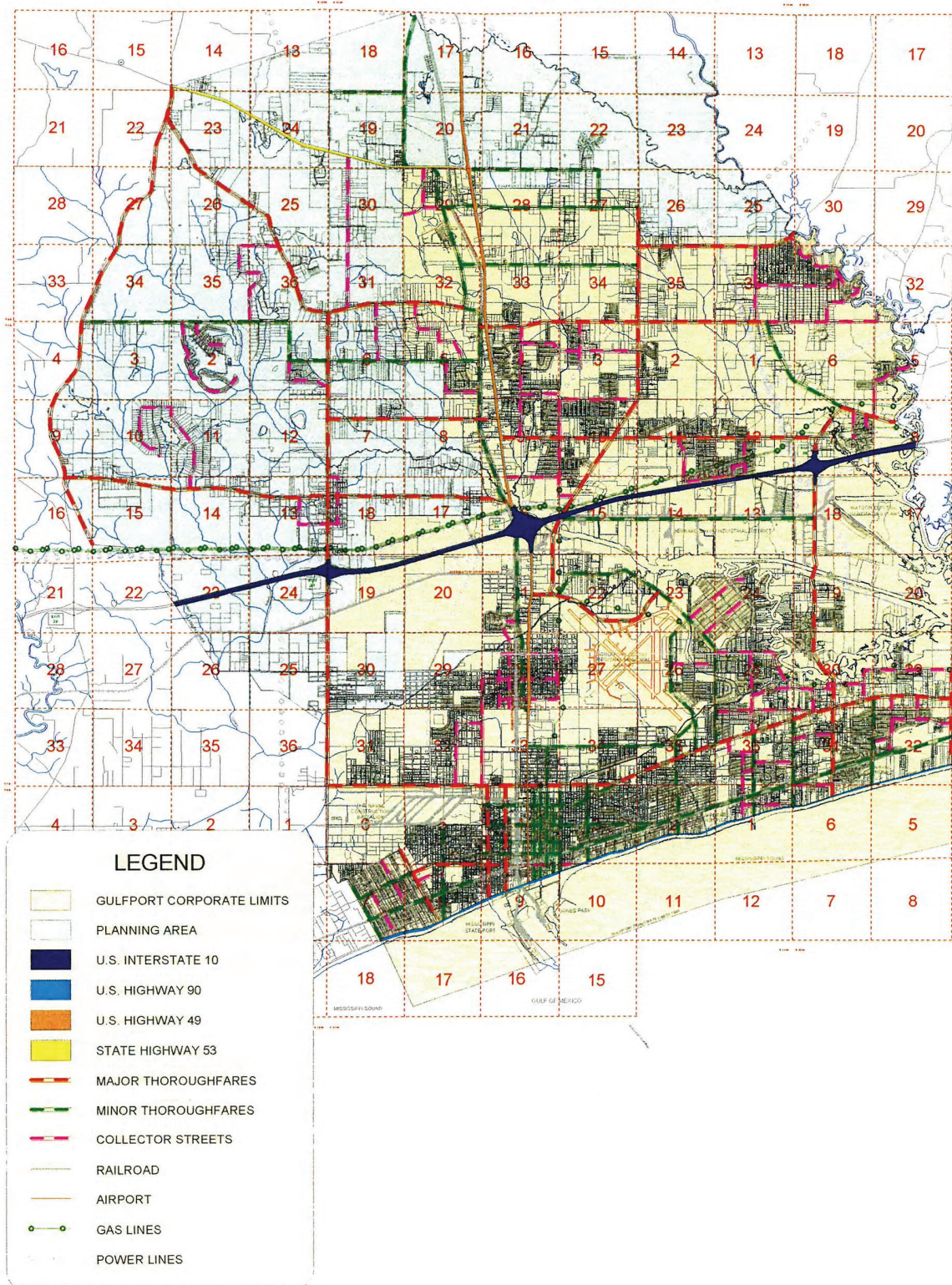
Map V-2 illustrates the Future Transportation Plan. Refer to the Appendix of this Plan for detailed tables of Sectional Road Classifications, Gulfport Roads Average Daily Traffic, and Percent Change of Average Daily Traffic.

V - 1

CITY OF GULFPORT

COMPREHENSIVE PLAN

EXISTING TRANSPORTATION PLAN



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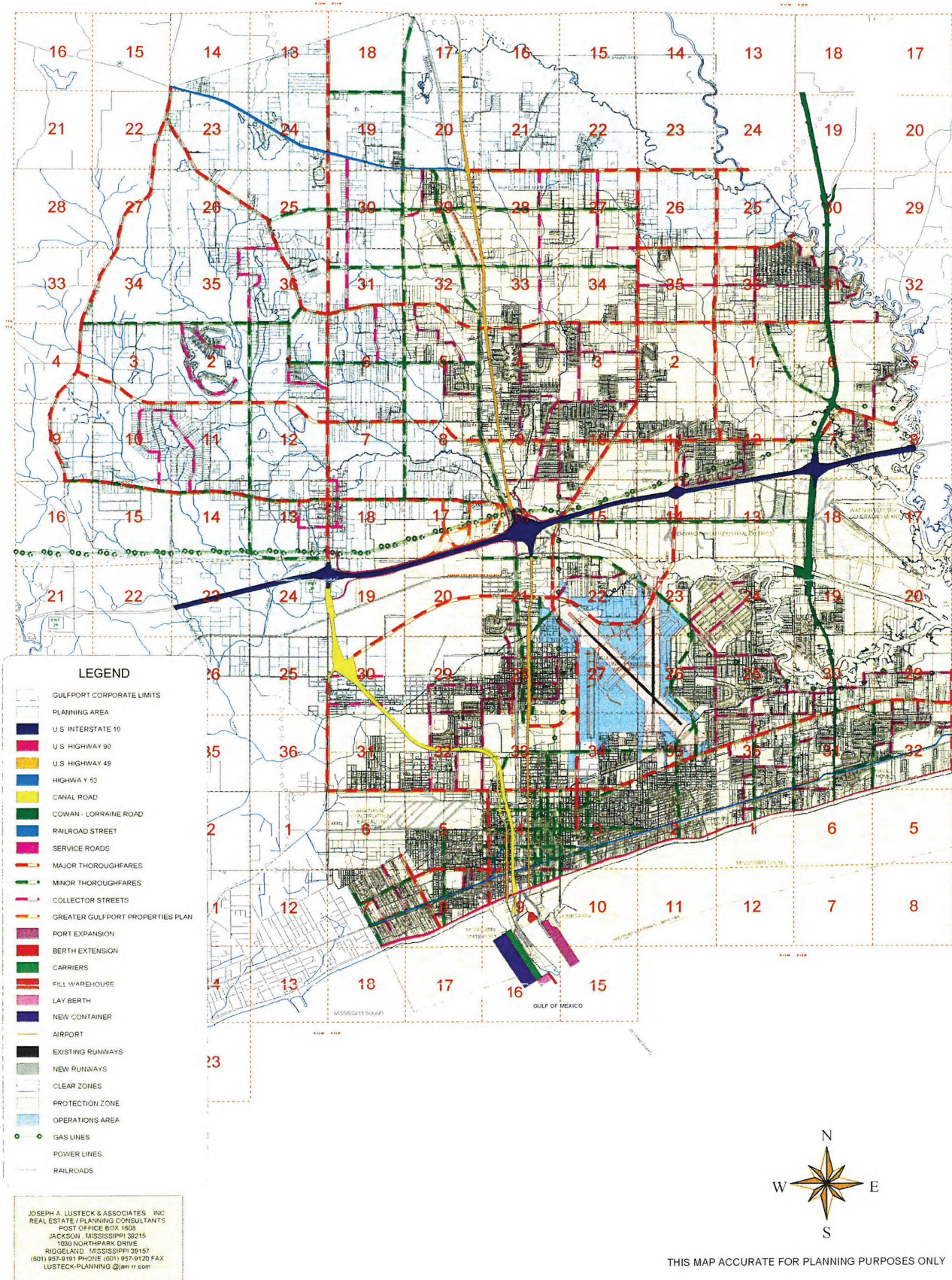
THIS MAP ACCURATE FOR PLANNING PURPOSES ONLY

V - 2

CITY OF GULFPORT

COMPREHENSIVE PLAN

FUTURE TRANSPORTATION PLAN



Road definitions used for the purpose of the City of Gulfport Comprehensive Plan are as follows:

Urban Interstate – Roads designated as part of the Interstate System in urban areas.

Urban Principal Arterial – Other Freeways and Expressways – Roads which are controlled access, but not designated as part of the Interstate system.

Urban Principal Arterial – Serves the major centers of activity of a Metropolitan Area, the highest traffic volume corridors, and the longest trip desires.

Urban Minor Arterial – Interconnects with the Urban Principal Arterial system and provides service to trips of moderate length at a somewhat lower level of travel mobility than major arterials.

Urban Collector – Provides both land access service and traffic circulation Within residential neighborhoods, commercial and industrial areas, distributing trips from the arterials through the area to the ultimate destination. The collector street also connects traffic from local streets in residential neighborhoods and channels it into the arterial system.

Urban Local – Provides direct access to abutting land and access to the higher classification systems.

The Mississippi Department of Transportation publishes these definitions.

B. Port of Gulfport

The Port of Gulfport is a 184-acre complex of public facilities located directly on the Gulf of Mexico, approximately 16 miles from sea buoys. Access to the Port is provided via a 16-mile-long shipping channel, which extends northward from vessel anchorage just south of Ship Island. Per the recent survey completed by Brown & Mitchell, the Port property encompasses 333 acres; 191 acres of land and 142 acres of water bottom.

All piers at the Port of Gulfport are public; however, most facilities (warehouses, cold storage, etc.) are operated through leases, operating agreements or space assignment agreements with private operators or users.

The Mississippi State Port Authority is an Enterprise Agency of the State of Mississippi and is governed by the Mississippi Department of Economic and

Community Development and the Mississippi State Port Authority Board of Port Commissioners.

The State Port's five-member board represents a cross-section of Harrison County and the City of Gulfport and are appointed to staggered, five-year terms. Three members are appointed by the Governor, one by the Harrison County Board of Supervisors, and one by the City of Gulfport.

As an Enterprise Agency of the State, the Port Authority receives no annual general fund allocation from the Mississippi Legislature. Instead, the Port Authority operates much like a private business in that it must plan and set its budgets based upon projected and actual revenues. The Port Authority derives these revenues from Port usage and service fees, lease agreements and other user agreements

The port's channel is approximately 250 feet wide and is maintained to a depth of 36 feet. The Port's North Harbor is maintained to a depth of 32 feet, while the South Harbor and Turning Basin, which is approximately 1,320 feet wide, are maintained to a depth of 36 feet. Water depth at the Port's nine berths ranges from 32 to 36 feet.

The Port consists of nine berths ranging from 525 to 750 feet in length. All berths at the Port of Gulfport are multi-use, multi-purpose, but are primarily assigned as follows: two container berths, two break bulk/frozen, one breakbulk refrigerated cargo berth, three general cargo berths suitable for breakbulk, neo-bulk, project cargo, and ships gear support container operations.

The Mississippi Coast Foreign Trade Zone (FTZ), Inc. has successfully expanded FTZ #92 during 1999 to include properties in Hancock and Jackson counties making the Coast more competitive for international business. Over 1,731 acres of industrial, port and airport properties in Hancock and Jackson counties were combined with the existing 3,816 acres of industrial, State Port, and Regional Airport properties in Harrison County to create the largest foreign trade zone in Mississippi. The five sub zones of FTZ #92 make the Mississippi Coast Foreign Trade Zone the most successful in the state and region.

Through the development of a world-class deep-water port on the Gulf of Mexico with direct access to sea-lanes, air, rail, and interstate highways, the Mississippi Coast is fast becoming a leader in international trade. The Mississippi State Port at Gulfport moved nearly 2 million tons of cargo in FY 1999 including such diverse products as tropical fruit, frozen poultry, ilmenite ore, limestone, and forest products.

In addition to the positive benefits associated with the Port of Gulfport's operations, it was observed that it generates a significant volume of containerized truck traffic which primarily uses Highway 49 to move products

from the Port to its market destinations. A lot of this traffic leaves the City at night so it does not appear to interfere greatly with local daytime traffic operations.

The Port of Gulfport has underway a plan and program for expansion of its facilities, the geography of which, is illustrated on the Transportation Plan Map.

C. Gulfport-Biloxi International Airport

Air Transportation has become an important component of the City of Gulfport's overall transportation structure. Gulfport-Biloxi International Airport (GPT) has experienced significant growth in recent years. With the advent of casino gaming in 1992, the Mississippi Gulf Coast has seen an extraordinary influx of tourism related visitors. While the Coast was initially a drive-in gaming market, the Airport has realized increased passenger enplanements as the number and quality of hotel rooms and gaming venues has increased. Continued enplanement growth is anticipated as the Mississippi Gulf Coast matures to a major gaming and resort destination. These factors and the continued economic prosperity of the Gulfport-Biloxi-Pascagoula (GBP-MSA) Metropolitan Statistical Area have lead to the determination of positive growth in all areas of commercial aviation activity. Table V-1 presents these forecasts.

Based on economic growth in the region, positive growth in general aviation activity is also predicted for the entire GBP-MSA. Notable existing general aviation facilities are constrained in their present location. It is anticipated that pricing and policies implemented by airport management will allow GPT to maintain its share of the growing GBT market in the short term. However in the intermediate to long term, a new general aviation development area will be required if GPT is to reach its full growth potential.

The Mississippi Air National Guard Combat Readiness Training Center and the Mississippi Army National Guard Aviation Classification Repair Depot (AVCRAD) conduct military aircraft operations at GPT. Some activity is associated with training flights conducted by the Keesler Air Force Base located in Biloxi. Due to operational constraints posed by runway and taxiway rehabilitation, military activity declined in 1998. With these improvements completed, the Air National Guard anticipates that activity will return to previous levels and increase slightly towards the end of the planning period.

Table V-1
City of Gulfport
Commercial Aviation Projections

<u>Activity</u>	<u>Base Year</u>	<u>Forecast Years</u>		
	<u>1998</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
Annual Passenger Enplanements				
Scheduled	189,730	473,476	601,648	824,082
Non-Scheduled	34,964	146,970	194,618	214,184
Total	224,694	620,446	796,266	1,038,266
Annual Aircraft Operations				
Scheduled	12,128	20,286	23,779	28,479
Non-Scheduled	636	2,200	2,500	2,700
Total	12,764	22,486	26,279	31,179
Peak Hour Activity				
Scheduled	7	8	9	10
Total Passengers	156	354	400	493
Annual Air Cargo (lbs.)				
Scheduled Airlines	44,482	76,728	79,515	85,773
General Aviation Based Aircraft				
Single Engine	47	52	53	54
Multi-Engine	17	19	19	20
Jet	2	3	3	4
Rotor	9	9	10	10
Other	2	3	3	3
Total Based Aircraft	77	86	88	91
Annual Aircraft Operations	24,014	24,296	24,531	24,782
General Aviation Itinerant	40,702	52,695	58,866	65,473
General Aviation Local	64,716	76,991	83,397	90,255
Total				
Military Aircraft Operations	19,353	33,500	34,000	35,000

Source: Gulfport Biloxi Regional Airport Master Plan Update, 2000

To accommodate the activity and productive economic impact of the Gulfport-Biloxi International Airport's growth and expected future activity, plans have been prepared and implemented in order to expand the airports capacity for all user groups identified. The Geography of these plan concepts are shown on the Transportation Plan Map.

Since the Gulfport-Biloxi International Airport is located in the City of Gulfport, association with increased levels of flight activity will be additional noise consequences that will require mitigation. Depending on the level of additional

noise involved this will possible range from retrofitting to removal of some affected habitable structures.

D. Conclusion for Transportation

With continued growth as a place to live, work and visit and associated diversification of activities and land uses within the City of Gulfport, a broad range of transportation issues will likely require attention during the time frame of this Comprehensive Plan. Activities and changes in neighboring communities and jurisdictions will also affect transportation in Gulfport. Realization of local goals and objectives articulated for the City are another major contributor to the Transportation Plan Element agenda. Based upon existing conditions, expected growth and change, local transportation goals and objectives and the impact of activities in neighboring communities the following were considerations in concluding the Transportation Plan Element of the Gulfport Comprehensive Plan.

- Accommodation of a variety of complimentary travel modes,
- Traffic safety
- Roadway traffic capacity
- Separation of travel modes
- Roadway level of service
- Control of access to through traffic routes
- Peak hour traffic management
- Management and mitigation of through traffic impacts
- Accessibility for new development areas
- Economic development access requirements
- Maintenance of adequate defense facility access
- Accommodation of large traffic volume generators
- Additional interconnection with the Interstate system
- Provision of more north-south routes through the City and beyond
- Railroad / motor vehicle / pedestrian conflicts
- Travel safety of pedestrians, especially children
- Minimization of pedestrian / vehicular traffic conflicts
- Provision of addition emergency evacuation capacity
- Provision of unimpeded public safety travel routes
- Provision of railroad grade separations
- Increased use of transit resources
- Accommodation of the travel needs of the growing elderly population
- Traffic passing through residential neighborhoods
- Traffic, rail and aircraft noise impacts on residential areas
- Provision of adequate amounts of off street parking
- Accommodation of recreational walking, jogging, skating, and bicycling
- Streetscape appearance
- Provision of conveniently located water access sites

A large share of the Transportation Plan Element implementation will fall on organizations other than the City of Gulfport. Major Highway improvements are largely funded and built by Mississippi Department of Transportation. Port of Gulfport improvements are funded by the Mississippi State Port Authority.

Airport improvements are financed by the Gulfport-Biloxi International Airport Authority, in these instances; the City's role is one of accommodation, support and dealing with the consequences of and public interest in the improvements while also benefiting from them.

VI. COMMUNITY FACILITIES PLAN ELEMENT

The Community Facilities Plan Element of the City of Gulfport Comprehensive Plan, in conformance with state law definition, includes but is not limited to: housing, schools, parks and recreation, public buildings and utilities and drainage.

The Parks and Recreation portion is contained in a separate document prepared by Weatherford Mc Dade, Ltd. This work provides an inventory and analysis of Park and Recreation resources within the City and its adjacent planning area and proposes addition, upgrading and enlargement of facilities to accommodate a growing diversity of population age groups and leisure time interests. The 1995 and 2000 versions of the City of Gulfport Department of Leisure Services' "Citizen's Master Plan" provided substantial input to the Parks and Recreation component of the Comprehensive Plan's Community Facilities Plan Element.

The utilities system portions of the Community Facilities Plan Element are contained in separate studies, one of which addresses the water utilities system in detail and presents a long range plan for its enlargement and one which addresses the sewer utilities system in detail and proposes a plan for its upgrading and enlargement. A. Garner Russell and Associates, Inc prepared this utility system work.

The Comprehensive Drainage Study portion of the Community Facilities Plan Element is contained in a separate report which includes a summary of information from the drainage system survey and analysis, general information about Federal, state and local stormwater regulations, and information about impact fees which could be used by the city to help fund implementation of the overall study's recommendations. This work was done by Brown & Mitchell, Inc.

The following report addresses the neighborhoods, housing, schools, public buildings and facilities, and hospital and medical facilities portions of the Community Facilities Plan Element. It also recognizes facilities of Harrison County, the State of Mississippi, the United States Government and other important institutions including cultural and religious facilities, which are important to the City.

The Community Facilities Plan Element includes descriptions and analyses of existing facilities and conditions for each facility type listed, evaluation of the sufficiency of facilities of each type, projection of likely future need for replacement, enlargement and/or addition of needed and desired facilities to accommodate the City's expectable future growth and change.

A. HOUSING

Housing represents the largest amount and proportion of developed land in the City of Gulfport. Housing affects every household and resident of the City of Gulfport. For most households, housing is the costliest recurrent expenditure and for many it is their largest investment. Affecting the balance between need for and availability of housing is the reality that as a commodity housing is subject to the laws of supply and demand and price sensitivity.

Table VI-1A presents an historical overview of the population, number of households, and housing units in the City of Gulfport from 1950 to 2000. The largest increase in population and housing units occurred between the 1990 and 2000 census. From 1990 to 2000 the City of Gulfport population increased by 31,451 persons, and the total number of housing units increased by 11,323. However, the number of unoccupied housing units remained nearly the same, with 2,439 units unoccupied in 1990 and 2,616 units unoccupied in 2000, reflecting an increased housing demand. The large growth in population and housing units between 1990 and 2000 can be partially attributed to the 1994 annexation of the Orange Grove Area.

Table VI-1A
City of Gulfport
Historical Overview of Housing Units and Households

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
TOTAL POPULATION	22,659	30,204	40,791	39,676	40,775	71,127
POPULATION IN HOUSEHOLDS	20,953	29,071	39,402	38,177	38,673	67,703
POPULATION IN GROUP QUARTERS	1,706	1,133	1,389	1,499	2,102	3,424
NUMBER OF HOUSING UNITS	6,889	9,393	13,525	16,092	18,236	29,559
OCCUPIED HOUSING UNITS	6,354	8,539	12,271	14,711	15,797	26,943

SOURCE: U.S. CENSUS BUREAU FOR YEARS INDICATED

Table VI-2A shows population, household, and housing characteristics from 1980, 1990, and 2000. Statistics are shown for all years for the City of Gulfport, and 1980 and 1990 for Orange Grove. This table illustrates that by annexing Orange Grove, the City of Gulfport gained over 15,000 residents, over 5,000 housing units, and over 5,000 total households.

The annexation of Orange Grove also increased the number of owner and renter occupied housing units. In 1990 the City of Gulfport had 8,957 owner occupied housing units and 6,840 renter occupied housing units. In the year 2000, the City of Gulfport had 15,827 owner and 11,116 renter occupied housing units. The number of housing units that were vacant for seasonal use doubled from 1990 to 2000. The low number of vacant housing units for seasonal use in Orange Grove was 11 for 1990. This indicates that between the 1990 and 2000 census a larger number of people used Gulfport as a vacation destination.

Table VI-2A
City of Gulfport and Orange Grove
Household and Housing Characteristics for Gulfport and Orange Grove,
1980-2000

	<u>1980</u> <u>ORANGE GROVE</u>	<u>1980</u> <u>GULFPORT</u>	<u>1980</u> <u>COMBINED</u> <u>TOTAL</u>	<u>1990</u> <u>ORANGE GROVE</u>	<u>1990</u> <u>GULFPORT</u>	<u>1990</u> <u>COMBINED</u> <u>TOTAL</u>	<u>2000</u> <u>GULFPORT</u>
TOTAL POPULATION	13,476	39,676	53,152	15,676	40,775	56,451	71,127
TOTAL HOUSEHOLDS	4,011	14,700	18,711	5,228	15,797	21,023	26,943
FAMILY HOUSEHOLDS	3,538	10,264	13,802	4,278	10,395	14,673	17,653
NON-FAMILY HOUSEHOLDS	473	4,436	4,909	948	5,402	6,350	9,290
TOTAL HOUSING UNITS	4,442	16,092	20,534	5,778	18,238	24,014	29,559
OCCUPIED HOUSING UNITS	4,133	14,711	18,844	5,226	15,797	21,023	26,943
VACANT HOUSING UNITS	294	1,341	1,635	552	2,439	2,991	2,616
VACANT FOR SEASONAL USE	15	82	97	11	148	159	317
OWNER-OCCUPIED HOUSING UNITS	3,382	8,715	12,097	3,641	8,957	12,598	15,827
RENTER-OCCUPIED HOUSING UNITS	751	5,996	6,747	1,585	6,840	8,425	11,116

SOURCE: U.S. BUREAU OF THE CENSUS

Table VI-3A shows the incremental change in housing and household characteristics in the City of Gulfport from the 1980, 1990 and 2000 censuses. The percentage changes between the 1980 and 1990 censuses were quite small compared to the percentage changes between 1990 and 2000. The largest percent increases between 1980 and 1990 were in vacant housing units and vacant housing units for seasonal use.

Between 1980 and 1990 non-family households increased by 21.78%, and between 1990 and 2000 they increased by 71.97%. The requirements for non-family housing units are somewhat different from those of family housing. The numerical and percentage increase of non-family households will modify some characteristics of market responsive housing products.

The City of Gulfport's total population increased by 74.44% from 1990 to 2000. Total households increased by 70.56%, family household by 69.82%, and non-family households by 71.97% between 1990 and 2000.

The vacant housing units for seasonal use increased by 114.19% between 1990 and 2000. The percentage of owner occupied housing increased by 76.70%, and renter occupied housing increased by 62.51% between 1990 and 2000.

Table VI-3A
City of Gulfport
Housing and Household Characteristics, 1980-2000

	<u>1980</u>	<u>INCREMENTAL CHANGE</u>		<u>1990</u>	<u>INCREMENTAL CHANGE</u>		<u>2000</u>
		<u>NUMBER</u>	<u>PERCENT</u>		<u>NUMBER</u>	<u>PERCENT</u>	
TOTAL POPULATION	39,676	1,099	2.77%	40,775	30,352	74.44%	71,127
TOTAL HOUSEHOLDS	14,700	1,097	7.46%	15,797	11,146	70.56%	26,943
FAMILY HOUSEHOLDS	10,264	131	1.28%	10,395	7,258	69.82%	17,653
NON-FAMILY HOUSEHOLDS	4,436	966	21.78%	5,402	3,888	71.97%	9,290
TOTAL HOUSING UNITS	16,092	2,144	13.32%	18,236	11,323	62.09%	29,559
OCCUPIED HOUSING UNITS	14,711	1,086	7.38%	15,797	11,146	70.56%	26,943
VACANT HOUSING UNITS	1,341	1,098	81.88%	2,439	177	7.26%	2,616
VACANT FOR SEASONAL USE	82	66	80.49%	148	169	114.19%	317
OWNER-OCCUPIED HOUSING UNITS	8,715	242	2.78%	8,957	6,870	76.70%	15,827
RENTER-OCCUPIED HOUSING UNITS	5,996	844	14.08%	6,840	4,276	62.51%	11,116

SOURCE: U.S. BUREAU OF THE CENSUS AND JOSEPH A. LUSTECK & ASSOCIATES, INC.

Table VI-4A presents numerical information on residential building permits issued in the City of Gulfport from 1996 to August 2002. The City of Gulfport issuance of building permits has remained relatively constant over the past seven years. The trend of the majority of building permits issued to single family housing units remains a constant.

Building permits issued in the City of Gulfport in 2000 were increased over the average due to 947 five or more family housing units. It is probable that these units comprised only 5 to ten new apartment buildings.

Table VI-4A
City of Gulfport
Residential Building Permit Trends, 1996- August 2002

	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
SINGLE FAMILY	264	265	301	406	346	271	192
TWO-FAMILY	4	0	0	4	0	2	0
THREE AND FOUR FAMILY	4	4	0	0	0	3	4
FIVE OR MORE FAMILY	40	24	0	16	947	121	0
TOTAL	312	293	301	426	1,293	397	196
SOURCE: U. S. BUREAU OF THE CENSUS, 2002.							

Table VI-5A presents historical trends in non-assisted apartment unit supply and vacancy for the City of Gulfport. The supply of non-assisted apartments and their vacancy rates have doubled between 1989 and 2002. As of May 2002 there was a 13.60% vacancy rate in non-assisted apartment units. However, the percent difference in the vacancy rate was only 1.5% from 1989 to 2002.

Table VI-5A
City of Gulfport
Trends in Non-Assisted Apartment Supply and Vacancy

<u>Year</u>	<u>Supply</u>	<u>Vacant</u>	<u>Vacancy Rate</u>
1989	2,653	322	12.10%
1991	2,657	166	6.20%
1992	2,657	92	3.50%
1994	3,313	116	3.50%
1995	3,571	292	8.20%
1996	4,021	484	12.00%
1997	4,021	331	8.20%
1999	4,141	196	4.70%
2000	4,186	332	7.90%
MAY 2002	4,672	634	13.60%

Source: W.S. Loper & Associates

Table VI-6A presents selected characteristics of non-assisted apartment units within the City of Gulfport. This table illustrates breakdowns in apartment characteristics by studio units, 1-bedroom units, 2-bedroom units, and 3-bedroom units. The 2-bedroom units represent the largest of non-assisted apartments.

Table VI-6A
City of Gulfport
Characteristics of Non-Assisted Apartment Units

	<u>Studio Units</u>	<u>1-Bedroom Units</u>	<u>2-Bedroom Units</u>	<u>3-Bedroom Units</u>	<u>Total</u>
Number of Apartments	105	1,422	2,724	421	4,672
Number Under Construction	0	33	28	24	85
Number Vacant	19	146	340	129	634
Vacancy Rate	18.10%	10.30%	12.50%	30.60%	13.60%
Average Rent	\$361.06	\$471.65	\$564.87	\$846.45	*
Average Rent	\$301.82	\$444.37	\$534.14	\$711.11	*
2000-2002 % Change	19.60%	6.10%	5.80%	19.00%	*
Average Size (Sq. Ft.)	460	684	955	1375	*
* Not Applicable					
Source: W.S. Loper & Associates					

Table VI-7A presents population, household and occupied housing unit projections for the City of Gulfport in five-year increments from 2000 to 2025. It estimates that by the year 2025 the resident population of the City of Gulfport will grow to 107,817, of which 94,975 will be in households.

Table VI-7A
City of Gulfport
Population, Household and Occupied Housing Unit Projections

	<u>TOTAL POPULATION</u>		<u>HOUSEHOLD POPULATION</u>		<u>GROUP QUARTERS POPULATION</u>		<u>OCCUPIED HOUSING UNITS</u>	
	50 YEAR TREND (1)	10 YEAR TREND (2)	50 YEAR TREND (1)	10 YEAR TREND (2)	50 YEAR TREND (1)	10 YEAR TREND (2)	50 YEAR TREND (1)	10 YEAR TREND (2)
2000	71,127	71,127	67,703	67,703	3,424	3,424	26,943	26,943
2005	75,973	78,466	72,174	73,250	3,799	5,216	29,013	29,446
2010	80,819	85,803	75,970	78,614	4,849	7,189	30,538	31,601
2015	85,665	93,141	79,668	84,026	5,997	9,115	32,025	33,777
2020	90,511	100,479	83,270	89,482	7,241	10,997	33,473	35,970
2025	95,357	107,817	86,775	94,975	8,582	12,842	34,882	38,178
(1) ARITHMETIC TREND INCLUDING ANNEXATIONS, 1950-2000								
(2) ARITHMETIC TREND NET OF ORANGE GROVE ANNEXATION, 1900-2000								
SOURCE: JOSEPH A. LUSTECK & ASSOCIATES, INC., 2001								

The household tenancy and housing occupancy projections presented in **Table VI-5A** were developed using the same approach as the population projections presented in **Tables III-4 and III-5**. The rationale is to present a range of possible future housing growth outlooks for the City based upon its growth history, which has included significant territorial expansion and consequent enlargement of its population and housing inventory by inclusion.

Population projections envisioned adding between 24,230 and 36,690 persons over the 25-year time horizon of the Comprehensive Plan. Basic housing options available to the City's residents are, housing units or group quarters accommodations. Based on historic trends, rate of growth expectable for group quarters accommodations is likely to grow far more rapidly than in the past. This is largely due to aging of the population.

Future Housing Issues

Residential land uses, in most instances, need to be separated from non-residential uses. Where residential and non-residential uses must adjoin, it is least detrimental when such adjacency occurs along rear lot lines in situations where fences and landscaping can be used to buffer use incompatibilities. Adverse consequences of incompatible land uses tend to be more severe with differences in the intensity and characteristics of the respective uses. This reality requires use of impact mitigation appropriate to the severity of incompatibility.

between uses. The recommended practice is to use site plan review to consider such land use situations and to require mitigation appropriate to the specifics of each instance.

Environmental suitability for residential land uses must consider site susceptibility to flooding, adequacy of elevation and slope, soil stability and permeability, on site and off site surface water drainage, other upstream and down stream conditions, noise influences, electromagnetic and other potential utility impact considerations, prior use factors including ground contamination, proximity relationships, and other identifiable positive and adverse adjacencies.

Type compatibility refers to land use types and their use characteristics. Residential use compatibilities start with identical use types and characteristics. Ideal is the adjacency of residential uses, such as found within a subdivision, and are houses of the same type, tenancy, age, size and price. Homogeneity is the standard against which comparability of residential land use types and characteristics are measured. The most incompatible uses are those which should be avoided at all costs; for example, placing a new residential development adjacent to a waste disposal site.

B. NEIGHBORHOODS

The City of Gulfport has a diverse population based who comprise the City's numerous neighborhoods. These natural neighborhoods are sometimes subdivisions or accumulations of gradual home development, but all have an identity as parts of the City. There are thirty-nine established neighborhoods in the City of Gulfport. **Table VI-1B** shows the thirty-nine neighborhoods and their population by race and the over 18 population.

The largest neighborhood is Orange Grove with 15,953 residents. In Orange Grove 11,259 citizens are over the age of 18. The smallest neighborhood is State Port and Jones Park with nine residents, all of which are over 18. Additionally, three neighborhoods have over 3,000 residents, ten neighborhoods have over 2,000 residents, eleven neighborhoods have over 1,000 residents, and 14 neighborhoods have less than 1,000 residents.

The largest neighborhood, Orange Grove has the largest White, Black, and other populations. At 3,066, College Park has the second largest White population. North Gulfport has the second largest Black population with 3,372 Black residents. CB Base has the largest other population with 203 residents from various ethnic backgrounds.

Map **VI-1B** illustrates the location of the neighborhoods listed in the population of neighborhoods table.

Table VI-1B
City of Gulfport
Population of Neighborhoods, 2000

	<u>WHITE</u>	<u>WHITE</u>	<u>BLACK</u>	<u>BLACK</u>	<u>OTHER</u>	<u>OTHER</u>	<u>TOTAL</u>
		<u>18+</u>		<u>18+</u>		<u>18+</u>	
LYMAN	1,202	864	214	121	78	48	1,494
ORANGE GROVE	11,352	8,463	3,741	2,230	860	566	15,953
BILOXI RIVER ESTATES	628	479	7	6	26	20	661
LORRAINE	1,509	1,116	323	197	77	41	1,909
THE RESERVATION	168	126	19	13	7	3	194
PINE HILLS	1,520	1,114	1,125	681	175	101	2,820
BAYOU BERNARD IND. DIST.	411	405	564	556	29	29	1,004
BAYOU VIEW NORTH	1,722	1,325	22	16	14	7	1,758
THE ISLAND	1,387	937	161	88	60	43	1,608
FERNWOOD	1,660	1,371	336	243	156	120	2,152
HANDBORO	1,451	1,157	556	398	97	69	2,104
COLLEGE PARK	3,066	2,383	470	328	126	90	3,662
SILVER RIDGE	101	78	648	478	10	8	759
GREAT SOUTHERN	1,491	1,304	98	81	65	56	1,654
MISSISSIPPI CITY	860	751	146	121	88	58	1,094
GOODEN	485	417	161	105	17	9	663
EAST PARK	632	481	126	57	43	33	801
BAYOU VIEW SOUTH	2,896	2,279	574	340	90	68	3,560
MAGNOLIA GROVE	437	360	697	517	48	29	1,182
EAST BEACH	1,273	1,090	111	88	60	40	1,444
BROADMOOR	1,913	1,577	344	235	97	77	2,354
SOFT CITY	85	69	615	433	12	9	712
CBD	141	129	36	34	17	12	194
STATE PORT & JONES PARK	7	7	1	1	1	1	9
WEST BEACH	1,735	1,486	189	124	124	81	2,048
GASTON POINT	233	178	1,897	1,283	62	28	2,192
FAIRGROUNDS	1,171	994	838	549	59	48	2,068
CENTRAL GULFPORT	275	216	921	665	36	24	1,232
25TH AVE. COMMERCIAL	128	123	74	48	8	6	210
ORIGINAL GULFPORT	791	676	329	201	61	38	1,181
MID CITY	220	170	323	216	12	8	555
BRICKYARD BAYOU	847	674	1,225	744	119	75	2,191
NORTH GULFPORT IND. CENTER	186	162	467	359	26	12	679
TURKEY CREEK	115	95	288	192	6	7	409
NORTH GULFPORT	62	51	3,372	2,334	46	27	3,480
CB BASE	1,432	1,132	529	360	203	140	2,164
GULFPORT HEIGHTS	609	461	1,549	895	29	18	2,187
FOREST HEIGHTS	6	4	754	510	4	3	764
SPORTS SUPER COMPLEX	22	15	0	0	0	0	22
TOTAL	44,229	34,719	23,850	15,847	3,048	2,052	71,127

SOURCE: US CENSUS BUREAU, 2000

Educational Facilities

Educational facilities serving the City of Gulfport and its Planning Area are numerous and diverse. These include a full range of resources from preschool to college facilities and programs. Lifelong and career oriented learning resources are available in Gulfport. Both public and private educational facilities are present within the City.

William Carey College on the Coast is located on a 20-acre beachfront site at 1856 Beach Drive in Gulfport. It is one of three locations in the William Carey College system which provides private coeducational four-year liberal arts and professional education under a Board of Trustees elected by the Mississippi Baptist Convention. Other campuses are in Hattiesburg and New Orleans. The 2001 Faculty and Staff Directory lists 40 persons at the Gulfport Campus. Enrollment is 675 students. Housing for up to 192 students is available on the property in 96 two-bedroom apartments.

Mississippi Gulf Coast Community College has a 120-acre site on the north side of Switzer Road of which 84 acres lie west of Debuys Road in Gulfport and 36 acres lie east of Debuys Road in Biloxi. This is one of three academic complexes in the four county (Harrison, Stone, Jackson and George Counties) Mississippi Gulf Coast Junior College District.

In addition the District operates a Community Campus program at four centers that offer non-academic training and skills. In Gulfport this is accomplished at the Applied Technology and Development Center located at the corner of Express Drive and Seaway Road. The District's four community centers provide adult basic skills, adult continuing education, business and vocational training, non-credit courses, and company oriented training in cooperation with the Harrison County Development Commission, the Mississippi Department of Education, and Mississippi Power Company. Other centers are at Lucedale, Long Beach, and Keesler Air Force Base in Biloxi.

The City of Gulfport is served by both the Gulfport School District and the Harrison County Public Schools. The Gulfport Public Schools serve that portion of the City that predates the annexation of 1993. It serves only residents of the City of Gulfport. The Harrison County School District serves that portion of the City annexed after 1993. It also serves all or part of other municipalities and the unincorporated portion of the county. Individual schools within Gulfport operated as part of the Harrison County School District may or may not exclusively serve Gulfport students.

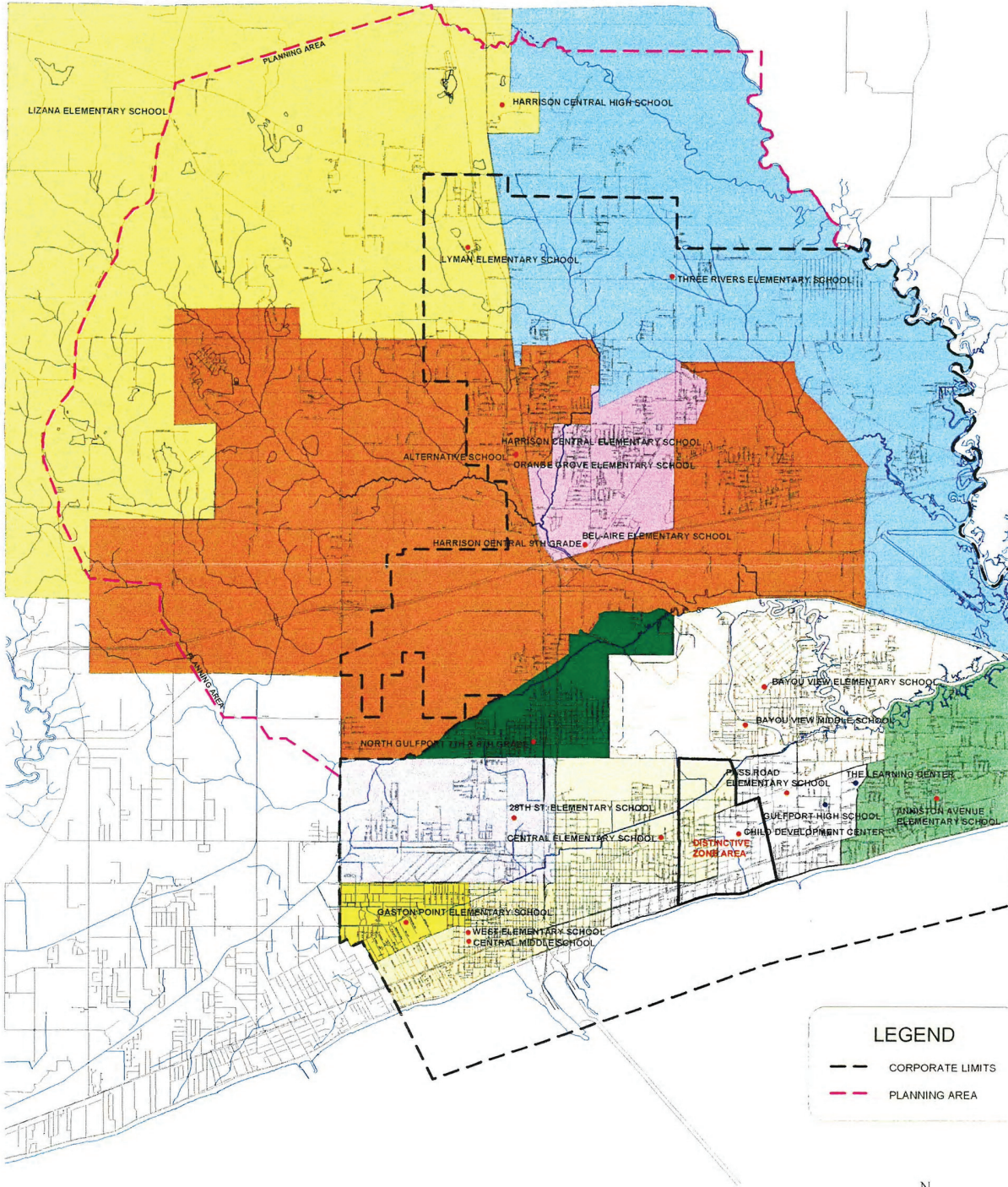
In addition to the public school district facilities, there are nine private or church affiliated schools within the City of Gulfport. **Map VI-1C** illustrates Public School Attendance Zones.

V1 - 1C

CITY OF GULFPORT

COMPREHENSIVE PLAN

SCHOOL ATTENDANCE ZONES



SOURCE: CITY OF GULFPORT

THIS MAP ACCURATE FOR PLANNING PURPOSES ONLY

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Following is a list of Public Schools within the City of Gulfport.

Table VI-1C
City of Gulfport
Public Schools within the City of Gulfport

<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Zip Code</u>	<u>Phone</u>
Anniston Elementary	2341 Jones St.	Gulfport	39507	228-869-6309
Bayou View Elementary	4898 Washington Ave.	Gulfport	39507	228-865-4633
Central Elementary	1043 Pass Rd.	Gulfport	39501	228-865-4642
East Ward Elementary	1525 Thornton Ave.	Gulfport	39501	228-865-4600
Gaston Point Elementary	1501 Mills Ave.	Gulfport	39501	228-865-4656
Pass Rd. Elementary	37 Pass Rd.	Gulfport	39507	228-865-4659
Twenty-Eighth St. Elementary	2810 34th Ave.	Gulfport	39501	228-865-4662
West Elementary	4051 15th St.	Gulfport	39501	228-870-1025
Bayou View Middle School	212 43rd St.	Gulfport	39507	228-865-4633
Gulfport Central Middle School	1310 42nd Ave.	Gulfport	39501	228-870-1035
Gulfport High School	100 Perry St.	Gulfport	39507	228-896-7525
Learning Center	1215 Chruch St	Gulfport	39507	228-897-6045

Source: City of Gulfport Municipal Separate School District, 2001.

There are eight elementary schools, two middle schools, one high school, and one alternative learning center. These schools are operated by the City of Gulfport Municipal School District.

Following are a list of public schools in Harrison County.

Table VI-2C
Harrison County
Public Schools in Harrison County

<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Zip Code</u>	<u>Phone</u>
Bel-Aire Elementary	10531 Klein Rd	Gulfport	39503	228-832-7436
Harrison Central Elementary	15451 Dedeaux Rd.	Gulfport	39503	228-832-2701
Lyman Elementary	14222 Old Hwy. 49	Gulfport	39503	228-832-2257
Orange Grove Elementary	11391 Old Hwy. 49	Gulfport	39503	228-832-2322
Three Rivers Elementary	13500 Three Rivers Rd.	Gulfport	39503	228-832-4504
Lizana Elementary**	15341 Lizana School Rd.	Gulfport	39503	228-832-1592
Saucier Elementary**	P.O. Box 460	Saucier	39574	228-863-0583
West Wortham Elementary**	20199 West Wortham Rd	Saucier	39574	228-863-0583
Harrison Central Ninth Grade	10453 Klein Rd.	Gulfport	39503	228-832-6711
North Gulfport 7th & 8th	4715 Illinois Ave.	Gulfport	39501	228-864-8944
West Wortham Middle School**	20199 West Wortham Rd	Saucier	39574	228-863-0583
Harrison Central High	15600 School Rd.	Gulfport	39503	228-832-2610
Harrison Co. Child Development	94 29th St.	Gulfport	39507	228-863-0583
Harrison County Vo-Tech	15600 School Rd.	Gulfport	39503	228-832-6652
**Schools outside the planning area that serve children in the planning area				
Source: Harrison County School District, 2001.				

In the Harrison County School District there are eight elementary schools, three middle schools, one high school, and two special use schools. These schools are operated by the Harrison County School District.

A list of the average daily attendance from 1991 to 2001 was compiled from both the City of Gulfport Municipal Separate School District and the Harrison County School District. A detailed table of both Districts average daily attendance is supplied in the Appendix of this Comprehensive Plan.

Following is a synopsis of the Average Daily Attendance for the City of Gulfport Municipal Separate School District.

Table VI-3C
City of Gulfport
Average Daily Attendance in Gulfport Public Schools

<u>School Year</u> <u>Average Daily</u> <u>Attendance</u>	<u>Elementary</u> <u>Total</u>	<u>Middle School</u> <u>Total</u>	<u>High School</u> <u>Total</u>	<u>Totals for</u> <u>School District</u>
1991	3,527.50	1,392.30	1,049.90	5,969.70
1992	3,605.90	1,456.90	1,130.80	6,193.60
1993	3,588.40	1,413.90	1,173.80	6,176.10
1994	3,532.90	1,523.50	1,132.20	6,188.50
1995	3,454.90	1,420.40	1,121.90	5,997.20
1996	3,352.20	1,465.00	1,107.40	5,924.50
1997	2,927.70	1,466.70	1,606.60	6,001.10
1998	2,990.30	1,417.10	1,671.90	6,079.20
1999	2,920.30	1,475.20	1,678.40	6,073.90
2000	2,918.50	1,462.90	1,689.90	6,071.40
2001	2,885.90	1,454.20	1,686.40	6,026.50

Source: City of Gulfport Municipal Separate School District

The Average Daily Attendance Table for the City of Gulfport Municipal Separate School District reflects a decrease in attendance for elementary schools from 1991 to 2001. Elementary attendance went from a peak of 3,05.90 in 1992 to 2,85.90 in 2001. The drop in elementary attendance began to occur in 1996 and 1997. This drop in elementary attendance can be partly attributed to the opening of two new elementary schools in Harrison County, Three Rivers Elementary (opened in 1995) and West Wortham Elementary (opened in 1998).

The middle schools Average Daily Attendance in the City of Gulfport Municipal Separate School District fluctuated by small increments. Average Daily Attendance peaked in 1994 with 1,123.50 and ended in 2001 with 1,454.20.

The high school experienced the largest increase in Average Daily Attendance over the ten-year period. In 1991 high school attendance was 1,049.90 and in 2001 it had grown to 1,686.40.

The Average Daily Attendance totals for the City of Gulfport Municipal Separate School District reflect an overall increase in attendance for the ten-year period. In 1991 total attendance was 5,969.70, and in 2001 it was 6,026.50.

Following is a synopsis of the Average Daily Attendance for the Harrison County School District.

Table VI-4C
Harrison County
Average Daily Attendance in Harrison County Public Schools

<u>School Year</u> <u>Average Daily</u> <u>Attendance</u>	<u>Elementary</u> <u>Total</u>	<u>Middle School</u> <u>Total</u>	<u>High School</u> <u>Total</u>	<u>Totals for</u> <u>School District</u>
1991	4,125.80	1,771.30	1,416.70	7,440.10
1992	4,023.80	1,984.50	1,324.20	7,393.90
1993	4,248.40	1,896.10	1,367.10	7,571.70
1994	4,282.70	1,913.90	1,334.10	7,593.10
1995	4,617.80	2,002.10	1,366.30	8,040.70
1996	4,643.30	1,992.90	1,398.10	8,104.70
1997	4,858.30	1,934.40	1,484.60	8,353.30
1998	5,188.10	2,077.10	1,569.10	8,951.10
1999	5,121.10	2,040.20	1,452.70	8,675.90
2000	5,167.80	2,028.10	1,496.30	8,759.80

Source: Harrison County School District

The Average Daily Attendance table for the elementary schools in the Harrison County School District has increased from 4,125.80 in 1991 to 5,167.80 in 2000.

The middle schools Average Daily Attendance in Harrison County School District fluctuated by small increments. Average Daily Attendance peaked in 1998 with 2,077.10 and ended in 2000 with 2,028.10. The lowest the Average Daily Attendance was in 1991 with 1,771.30.

The high school experienced an increase in Average Daily Attendance over the ten-year period. In 1991 high school attendance was 1,416.70 and in 2000 it had grown to 1,496.30.

The Average Daily Attendance totals for Harrison County School District reflect an overall increase in attendance for the ten-year period. In 1991 total attendance was 7,440.10, and in 2000 it was 8,759.80.

Implementation Strategies

The City of Gulfport Public Schools have set forth a strategic plan and following are strategies for implementation.

- Implement an ongoing professional development program for all staff that develops within each the skills, attitudes and behaviors essential to achieving our strategic results.
- Hire and retain personnel who model and reflect the skills, attitudes and behaviors necessary to achieve our strategic results.
- Design and implement an organizational structure necessary to achieve our strategic results.
- Develop a K-12 curriculum and assessment system that will achieve and measure the strategic results while students are enrolled and one-year after leaving school.
- Develop in the community a trust, acceptance and support of our strategic plan.
- Ensure that each school develops a school plan enabling the system to achieve the mission and strategic results.

Recommendations

The City of Gulfport's role in the provision of educational services is supportive of the many organizations involved, both public and private. Facilities support for education can include street access, traffic control, provision of sidewalks, coordination of recreation and sports facilities, and public safety services.

D. Public Buildings and Facilities

In 1999 the City of Gulfport retained Sigma Associates, Ltd. of Pass Christian, Mississippi to develop a document outlining the property valuations of the public buildings and facilities in the City of Gulfport. The document produced is an exhaustive evaluation of the public facilities within the City of Gulfport.

The property valuations are organized in two sections with one half of the public properties in each section. The properties are in alphabetical order, and each property or site is assigned a tab number.

Each listing opens with a brief description as well as replacement cost data for any fencing, substantial lighting, piers, decks, equipment or other specialized type structures such as fountains found at the site. The listings also contain a Marshall & Swift Summary Report of value as well as pictures and an outline sketch of any substantial structures on the site.

The cost information was derived from cost data by Marshall and Swift. The "basic structure cost" figures of the summary reports describe replacement value. The "depreciated cost" figures take into account effective age. The information is found at the end of the report form. The costs do not reflect the historic nature of any structures. The costs are based on construction using modern materials and methods.

Included in the Appendix to the City of Gulfport Comprehensive Plan is the 1999 Property Valuations of Gulfport Mississippi report in its entirety.

Following is a complete list of the public buildings and facilities in the City of Gulfport.

Table VI-1D
City of Gulfport
Index to City of Gulfport Public Buildings and Facilities

<u>DESCRIPTION AND ASSESSORY BUILDINGS</u>	<u>ADDRESS</u>
BAYOU VIEW PARK	
Girl Scout Hut	HARRISON CIRCLE
Pavilion	
BAYOU VIEW YOUTH ASSOCIATION SPORTS COMPLEX	
Concession, Press Box	SEARLE AVENUE
Restrooms, Concession	
Small Concession	
4 Small Press Box Stands	
BROADMOOR PARK	
No Buildings	BROADMOOR CIRCLE @ 22ND ST.
CEMETARY MAINTENANCE FACILITY	
Office	3908 28TH STREET
Residence	
Tool/Equipment Building	
CHARLES L. WALKER COMMUNITY CENTER (WEST SIDE)	
Building	3904-06 WEST BEACH
CITY HALL	
Building	2318 15TH STREET
CITY HALL ANNEX	
Building	1410-1412 24TH AVENUE
COURTHOUSE ROAD PIER	
Pier	HIGHWAY 90 @ COURTHOUSE
6 Covered Areas	
EAST PARK BALLFIELD	
Pavilion	MARTIN LUTHER KING @ GEORGIA
FIRE DEPARTMENT SERVICE SHOP	
Building	2324 25TH STREET
FIRE DEPARTMENT TRAINING TOWER	
Tower	2324 25TH STREET
FIRE STATION #1 CENTRAL	
Building	2318 15TH STREET
FIRE STATION #2	
Building	1200 42ND AVENUE
FIRE STATION #3	
Building	2324 25TH STREET
FIRE STATION #4	
Building	1038 EAST RAILROAD STREET
FIRE STATION #5	
Building	541 41ST STREET
FIRE STATION #6	
Building	1000 (522) PASS ROAD
FIRE STATION #7	
Building	146 COWAN
FIRE STATION #10	
Building	DEDEAUX ROAD
FIRE STATION #11	
Building	THREE RIVERS ROAD
FIRE STATION #12	
Building	MARTIN LUTHER KING JR. BLVD
Dormitory	
GASON HEWES RECREATION CENTER	
Building	2608 17TH STREET
GASTON POINT RECREATION COMPLEX	
Concession	1506 MILLS
Pavilion	
Recreation Center	
Recreation Center Gymnasium	
GRASSLAWN	
Residence (2 Story Museum)	728 EAST BEACH
Support Building	
GULFPORT CENTENNIAL MUSEUM	
Building (Old Train Depot)	2106 27TH AVENUE
GULFPORT LAKE PIER	
Pier	WASHINGTON AVENUE
HANCOCK AVENUE COMPLEX	
(HERBERT WILSON REC. CENTER)	HANCOCK AVENUE
Concession/ Press Box	
Restroom	
Dugout (2)	

Table VI-1D Continued
City of Gulfport
Index to City of Gulfport Public Buildings

DESCRIPTION AND ASSESSORY BUILDINGS	ADDRESS
HANSBORO COMMUNITY CENTER	SWITZER
Building	
HARRISON CENTRAL SPORTS COMPLEX	15451 DEDEAUX ROAD
Restrooms, Equipment Area	
Concession	
HEAD START COMPLEX	1708 19TH STREET
Building 1	
Building 2	
HERBERT WILSON RECREATION CENTER (HANCOCK AVENUE COMPLEX)	HANCOCK AVENUE
Building	
HEWES AVENUE COMPLEX (primary use by public works)	HEWES AVENUE
Building 1	
Building 2	
Building 3	
HORTICULTURE	12TH STREET
Building 1	
Building 2	
Building 3	
JAMES HILL PARK	SWITZER
Pavilion 1 (large)	
Pavilion 2 (small)	
JONES PARK	HIGHWAY 90
Gazebo (2)	
Pavilion	
Memorial Fountain	
Shoo-fly	
JOSEPH T. JONES BUILDING (water department)	1422 23RD AVENUE
Building	
LIFETIME FITNESS CENTER	2203 SWETMAN ROAD
Fitness Center	
Pool Maintenance Building	
Pavilion	
MAGNOLIA GROVE COMMUNITY CENTER	501 26TH STREET
Community Center Building	
Pavilion	
MILNER COMPLEX	1403 38TH STREET
West Grandstand	
East Grandstand	
Jr Varsity Locker Room	
Concession, Press Box	
MOSES PIER	GULFPORT HARBOR
Pier	
MUNICIPAL COURT BUILDING	2309 15TH STREET
Building	
NORTH GULFPORT POLICE SUB STATION	8335 TENNESSEE
Building	
OLD RECORD STORAGE (for multiple city entities)	1415 24TH AVENUE
Building	
ORANGE GROVE COMMUNITY CENTER	13472 HIGHWAY 49
Building	
PARKING GARAGE (downtown business area)	1400 27TH AVENUE
Building	
POLICE COMPLEX	8TH AVENUE
Community Action Agency	
Administrative Building	
k-9 Facility	
Old Generator Room	
Service/Repair Garage	
Training Building	
Small Training Building	
Pistol Range Training	
Pistol Range Utility	
Firing Line Structure	
Old Garage	
Skeet Building	
Utility/Storage	
POLICE DEPARTMENT COMMUNITY SERVICES	2211 15TH STREET
Building	
POLICE HEADQUARTERS	2220 15TH STREET
Building	

Table VI-1D Continued
City of Gulfport
Index to City of Gulfport Public Buildings

DESCRIPTION AND ASSESSORY BUILDINGS	ADDRESS
POLICE OPERATIONS BUILDING	1516 23RD AVENUE
Building (Equipment Shop and Shed)	
POLICE ORANGE GROVE SUB-STATION	12188 HIGHWAY 49
Building	
RECREATION CENTER, 19TH STREET	3319 19TH STREET
Recreation Building	
Pavilion	
RICE PAVILION	101 SOUTH SERVICE ROAD
Pavilion	
Concession 1	
Concession 2 (small)	
SAINT JAMES BALL PARK	COWAN ROAD
Building (Concession)	
URIE PIER	GULFPORT HARBOR
Pier	
Covered Area	
WESTSIDE PARK	3904-06 WEST BEACH
Concession 1	
Concession 2	
Gazebo	
Shoo-fly	
WESTSIDE PIER	HIGHWAY 90
Pier	
Covered Areas (5)	
WHITECAP RESTAURANT AND	SMALL CRAFT HARBOR
HARBOR MASTERS OFFICE (leased to occupants)	
Building	
WILKES BRIDGE	COWAN ROAD @ SEAWAY
Building	
WILLIE LOCK COMMUNITY CENTER, PARK	1707 19TH STREET
Community Center	
Pavilion	

Recommendations for Public Facilities

The City of Gulfport's policy regarding public facilities should be to provide buildings capable of performing intended functions, on sites of adequate size, at appropriate and conveniently accessible locations. These public facilities should be housed in structures that provide an environment befitting the City's governmental status and are safe, properly sized and configured, efficient as regards operation and maintenance, with an appearance and identity that conveys a positive image. The City of Gulfport facilities should be readily identifiable through architectural style or features, uniform color palate, signage or other distinguishing characteristics. The quality of maintenance and operation of City facilities needs to be objectively evaluated with performance standards established and enforced.

Adequacy of public buildings to serve the City of Gulfport depend on the location, function, size, condition and adaptability of existing structures and sites. Changing conditions and requirements will continuously occur and affect sites and space used to provide the City's functions and services.

The City of Gulfport public facilities need to be periodically reviewed as relates to functional adequacy and condition. Substandard or inadequately located facilities should systematically be replaced. Advance site selection and land acquisition should be undertaken to insure that new facilities of all types can be placed at good to excellent locations well in advance of need.

Evaluation of the condition and adequacy of all existing City facilities should be accomplished by independent third party inspectors on an annual basis. Objective criteria for evaluation should be identified and used in making such an assessment. Obsolete or inadequate facilities should either be replaced or upgraded on a systematic basis. A high standard of adequacy and maintenance should be pursued.

Recreational and public assembly buildings throughout the City of Gulfport should receive particular attention as to design, operation and maintenance.

E. HISTORIC PLACES

Following is a list of the historical places in the City of Gulfport. The list was compiled from information provided from the Mississippi Register of Historic Places.

Table VI-1E

City of Gulfport

Properties on the National Register of Historic Places and Designated as Mississippi Landmark Buildings

<u>HISTORIC SITE</u>	<u>DESIGNATION</u>	<u>DESIGNATION</u>
DANTZLER, G. B. HOUSE	NATIONAL REGISTER OF HISTORIC PLACES	December 1, 1989
FORT MASSACHUSETTS (SHIP ISLAND)	NATIONAL REGISTER OF HISTORIC PLACES	June 21, 1971
HARBOR SQUARE HISTORIC DISTRICT	NATIONAL REGISTER OF HISTORIC PLACES	August 13, 1985
HEWES BUILDING	NATIONAL REGISTER OF HISTORIC PLACES	October 7, 1982
MILNER HOUSE (GRASS LAWN)	NATIONAL REGISTER OF HISTORIC PLACES	July 31, 1972
U. S. POST OFFICE AND CUSTOM HOUSE	NATIONAL REGISTER OF HISTORIC PLACES	March 19, 1984
CARNEGIE LIBRARY	MISSISSIPPI LANDMARK BUILDING	February 5, 1990
"GRASSLAWN"	MISSISSIPPI LANDMARK	May 20, 1986
GULFPORT CITY HALL	MISSISSIPPI LANDMARK BUILDING	January 15, 1986
GULFPORT DEPOT (L & N RAILROAD DEPOT)	MISSISSIPPI LANDMARK BUILDING	January 15, 1986
(OLD) GULFPORT HIGH SCHOOL COMPLEX	MISSISSIPPI LANDMARK BUILDINGS	July 15, 1999
(OLD) HARRISON COUNTY CIRCUIT CLERK'S OFFICE	MISSISSIPPI LANDMARK BUILDING	August 4, 1987

SOURCE: MISSISSIPPI REGISTER OF HISTORIC PLACES, 2002.

Recommendations for City of Gulfport Historic Places

Preservation, restoration and maintenance are key factors in public policy related to historic properties. At a minimum, it should be the policy of the City of Gulfport to recognize and support the efforts of public and private interests regarding historic sites and structures. Such properties and their situation should be recognized and accommodated in making land development and infrastructure decisions.

A more aggressive step would be for the City of Gulfport to fund and support preparation of a Historic Preservation Plan. This is a serious step beyond inclusion of a Historic Places component in its Community Facilities Plan. Such a plan would typically include:

1. A statement of historic preservation goals.

2. Definition of historic characteristics of the area
3. Summary of past and current efforts to preserve this character
4. A survey of the area's historic resources
5. Explanation of the legal basis for protection of historic resources
6. Statement of the relationship between historic preservation and other Comprehensive Plan considerations
7. Statement of the public sectors' responsibilities towards public ally owned historic properties
8. Identification of incentives that are or should be available to assist in preservation of historic properties
9. Statement of the relationship between historic properties and local educational facilities and programs
10. A specific agenda for action to accomplish the historic preservation goals.

Where appropriate, and when the opportunity arises, the City of Gulfport may want to purchase an historic property for public purpose to insure its preservation as well for beneficial occupancy and use. Also the City could potentially serve as a financing vehicle, such as being a qualified grant recipient

Financial incentives to encourage preservation of historic properties available and used by local governments include Property Tax Abatement, Property Tax Credits, Property Tax Freezes, and low interest loan programs, to name a few. Another group of tools includes development regulations such as conservation zoning and creation of historic conservation or neighborhood districts. Another tool for preservation involves establishment of urban growth boundaries within which new development is precluded or seriously restrained.

Another consideration in the encouragement of historic preservation is to encourage new infill and adaptive reuse and rehabilitation that complements historic properties while maintaining a regulatory environment that is receptive to economic development. Use of urban growth boundaries to encourage historic preservation accomplishes several purposes. It keeps urban settlement areas including historic properties within them vital while protecting agricultural and environmentally sensitive land. It also encourages continued use of historic properties rather than their abandonment of suburban sprawl.

The Federal Government under the National Historic Preservation Act of 1966 mandated all state historic preservation offices to prepare and implement a comprehensive statewide historic preservation plan. In Mississippi this was accomplished under the Mississippi Department of Archives and History. Also, the National Park Service has developed state level planning requirements for the State Historic Preservation Offices. These resources should also provide an opportunity for the City of Gulfport to move further into the matter of historic preservation.

PUBLIC SAFETY

1. Fire Protection

The City of Gulfport is served by 12 fire stations. **Table VI-1F** provides information on each fire station including its address and buildings on the site. The public protection rating for the City of Gulfport is 4. This fire insurance rating is established and published by the Mississippi State Rating Bureau.

The Mississippi State Rating Bureau establishes the basic accepted qualitative and quantitative standards for fire departments in Mississippi. It is a non-profit, incorporated fire insurance rating and engineering organization supported by the member insurance companies who use the Rating Bureau's services. The Bureau is not affiliated with the State of Mississippi, but the state does extend close supervision over their ratemaking activities as provided for by law.

The Mississippi State Rating Bureau establishes advisory rates that play a part in determining the cost of fire insurance and also provide technical information. The Mississippi State Rating Bureau uses the Grading Schedule for Fire Protection filed with and approved by the Mississippi Department of Insurance when grading a fire district. This Schedule provides a method for evaluation of fire protection facilities and conflagration hazards.

The grading classification for fire insurance rating purposes is an intricate engineering procedure made up of many factors, among which are: the fire department, the water supply system, the fire alarm system, the fire prevention program, and the City's building and permits department. The fire insurance rating classification may range from tenth class, which is the highest fire insurance rating category, to first class as the lowest fire insurance rating category. The lower the insurance classification, the lower the associated fire insurance rates.

The features considered in computing a fire department's classification include: the water system, Fire Department, fire service communications, and fire safety control. The Mississippi State Rating Bureau evaluates these factors by surveying each fire protection district. Field rating representatives visit the district to study the adequacy and reliability of the factors previously mentioned and analyze the principal conflagration hazards and areas.

The Mississippi State Rating Bureau begins the survey with the water system and moves to the fire department. At the fire department there are many items that are evaluated: officer numbers, experience, qualifications, fire company manpower, fire apparatus complete inventory, location and suitability of fire station, fire department methods and operations, area covered by a given fire department, and methods of reporting fires (studies done of the communication services such as 911). The grading of the fire district also includes the scope

and enforcement of the building code, gas code, electric code, mechanical code, and fire prevention code.

The City of Gulfport's fire insurance rating is a 4. This gives the City of Gulfport the top fire rating in Harrison County, with the exception of Keesler Air Force Base, which also has a fire rating of 4. There are only five other municipalities in the State of Mississippi that have fire insurance rating of 4 or under. The City of Gulfport has maintained the fire insurance rating of 4 since May 30, 1980. Additionally, the City of Gulfport fire departments have a response status of PR. A response status of PR denotes that the fire department, for that municipality/district, does provide primary response (coverage) to residential fires outside its legal boundaries.

Recommendations for Fire Protection

The City of Gulfport is well prepared to provide high quality fire protection services. It is recommended that the City continue its efforts to maintain its fire insurance rating of 4. Accomplishment of this must be based on the standards and requirements of the Mississippi State Rating Bureau.

Table VI-1F
City of Gulfport
Fire Department Facilities

<u>NAME & BUILDING DESCRIPTION</u>	<u>LOCATION</u>
FIRE DEPARTMENT SERVICE SHOP (Located at Station #3) Building	2324 25TH STREET
FIRE DEPARTMENT TRAINING TOWER (Located at Station #3) Tower	2324 25TH STREET
FIRE STATION #1 CENTRAL Building Dormitory	1515 23RD AVENUE
FIRE STATION #2 Building Dormitory	1200 42ND AVENUE
FIRE STATION #3 Building Dormitory	2324 25TH STREET
FIRE STATION #4 Building Dormitory	1038 EAST RAILROAD STREET
FIRE STATION #5 Building Dormitory	541 41ST STREET
FIRE STATION #6 Building Dormitory	1000 (522) PASS ROAD
FIRE STATION #7 Building Dormitory	146 COWAN
FIRE STATION #8 Building Dormitory	13440 OLD HIGHWAY 49
FIRE STATION #9 Building Dormitory	15239 DEDEAUX ROAD
FIRE STATION #10 Building Dormitory	12001 DEDEAUX ROAD
FIRE STATION #11 Building Dormitory	THREE RIVERS ROAD
FIRE STATION #12 Building Dormitory	MARTIN LUTHER KING JR. BLVD

2. Police Protection

The City of Gulfport has a police headquarters, two sub-stations, a police complex (containing administrative services, community action agency, and training facilities), and an additional building for community services. **Table VI-2F** provides information on the police building locations and descriptions of the uses and buildings on site.

Table VI-2F
City of Gulfport
Police Protection Facilities

<u>NAME & BUILDING DESCRIPTION</u>	<u>LOCATION</u>
NORTH GULFPORT POLICE SUB STATION Building	8335 TENNESSEE
POLICE COMPLEX Community Action Agency Administrative Building k-9 Facility Old Generator Room Service/Repair Garage Training Building Small Training Building Pistol Range Training Pistol Range Utility Firing Line Structure Old Garage Skeet Building Utility/Storage	8TH AVENUE
POLICE DEPARTMENT COMMUNITY SERVICES Building	2211 15TH STREET
POLICE HEADQUARTERS Building	2220 15TH STREET
POLICE OPERATIONS BUILDING Building (Equipment Shop and Shed)	1516 23RD AVENUE
POLICE ORANGE GROVE SUB-STATION Building	12188 HIGHWAY 49

Recommendations for Police Protection

The City of Gulfport has provided appropriately located facilities to accomplish community based police services and access convenient to its residents. Maintenance and enhancement of these facilities and services is recommended.

G. MEDICAL FACILITIES

Hospitals and clinics in the City of Gulfport offer a full range of medical and behavioral services. There are multiple full service hospitals and inpatient behavioral facilities in the City of Gulfport.

Memorial Hospital at Gulfport is located at 4500 13th Street, Gulfport, MS 39501. Memorial Hospital is a general full service hospital. The Harrison County Board of Supervisors adopted a resolution establishing Memorial Hospital at Gulfport on July 18, 1946. Memorial Hospital is a not-for-profit organization, and is one of the most comprehensive medical facilities in Mississippi. Memorial is a modern facility with 425 beds, and a medical staff comprised of more than 280 physicians who represent more than 40 medical specialties. The total number of staff, including physicians, is 2,200. Memorial Hospital is accredited by the Joint Commission on Accreditation of Healthcare Organizations and is a member of the American Hospital Association, the Mississippi Hospital Association and the VHA Inc.

Budgetary support for Memorial Hospital is pursued through a collaborative effort between Administration, Nursing, Councils, Division Managers, Directors and Manager. Initial approval of salary and capital budgets is based on data presented and justified to Administration and a budgetary planning committee. Final approval comes from the Board of Trustees, the City Council of Gulfport and the Harrison County Supervisors.

Health care providers affiliated with Memorial Hospital, but located off of the main campus are: UrgiCare Gulfport, 12057-D Delmar Plaza, Gulfport, MS 39503; Inpatient Rehabilitation, 1532 Broad Avenue, Gulfport, MS 39501; and Rhodes Club Fitness Center (Outpatient Rehab), 145 Hardy Court Shopping Center, Gulfport, MS 39507.

Memorial Hospital also offers three locations under the name Memorial Behavioral Health. The Memorial Behavioral Health Center offers a full range of behavioral health programs for all ages. Memorial Behavioral Health locations are: Gulfport/Downtown, 4500 13th Street, Gulfport, MS 39502; Gulfport/North Campus, 11150 U.S. Hwy. 49, Gulfport, MS 39503; and Outpatient Office, 12266 Ashley Drive, Gulfport, MS 39503.

Garden Park Hospital is located at 15200 Community Road, Gulfport, MS 39503-3085. Garden Park Hospital has been serving the Gulf Coast for the past 27 years. In 2000 Garden Park Hospital moved to its present location and changed its name to the Garden Park Medical Center. The new medical center has expanded in the areas of emergency services, outpatient diagnostic services, surgery services and special procedures, the family birth center, a dedicated pediatric unit, intensive care unit, telemetry unit, and gero-psych and extended care unit. The Medical Center employs over 200 doctors.

The Columbia Outpatient Surgical Center is a freestanding facility operated by Garden Park Medical Center. It is located at 1520 Broad Avenue, Gulfport, MS 39501. The Center provides a full range of operative procedures offering a cost-effective alternative to surgical procedures performed in a hospital setting.

The U.S. Veterans Hospital is located at 200 East Beach Boulevard, Gulfport, MS 39507-5541. The mission of the VA Gulf Coast Veterans Health Care System (HCS) is to provide quality health care to America's veterans. They are responsible for providing a full range of health care services to veterans in the seven southernmost counties of Mississippi, the four southernmost counties in Alabama, and the seven westernmost counties of Florida. The service area includes more than 200,000 eligible veterans.

In order to provide health care services, the VA Gulf Coast Veterans HCS operates a general medical and surgical hospital in Biloxi, MS. The Biloxi Division consists of 45 acute care medical/surgical beds; 20 intermediate medicine beds; 7 intensive care unit beds; along with a 171-bed domiciliary, which includes an intensive outpatient substance abuse treatment program. The Gulfport Division consists of 144 psychiatric beds, provides inpatient psychiatric services, outpatient mental health services, and substance abuse services. In addition, the health care system provides nursing home care in a 104-bed unit at the Biloxi Division and a 56-bed dementia unit at the Gulfport Division. There are over 400 employees at the Gulfport VA. The VA Gulf Coast Veterans HCS is accredited by the Joint Commission for the Accreditation of Healthcare Organizations.

Sand Hill Behavioral Health Center is located at 11150 Highway 49, Gulfport, MS 39503-4110. It is a full service behavioral health hospital. Ranges of services include, marriage and family counseling, gambling addiction information and treatment, drug abuse and addiction information and treatment.

Healthsouth Outpatient Center is located at 1206 31st Street, Gulfport, MS 39501-1804. They offer outpatient surgical services, and have over 40 staff members. The Outpatient Center is not affiliated with any other hospital in the Gulfport area.

H. Parks and Recreation

For the purposes of understanding the condition and needs of the overall parks and recreation program, the following commonly utilized definitions of park and recreation facilities have been applied to the City of Gulfport. These definitions shall also be utilized in the process of projecting the need for and allocating future land acquisition programs for park and open space lands. Major categories of parks are described as follows:

Playlot – Small areas intended primarily for unorganized use by young children; mainly serves toddlers to age nine. Facilities include play apparatus, swings, slides, sandboxes, paved areas for wheeled toys, benches, wading or spray pools, landscape treatment. Should be located convenient to the population served, with emphasis placed on safety of access. May be located at elementary school or other easily accessible site in a neighborhood, housing complex, subdivision or other high-density area. In less dense areas, may be located in a larger park or at a community center building with adjacent parking area provided. Other factors should recognize that multiple family dwellings that house large groups of residents with young children have more need for playlots than typical single-family dwellings that have private yards for play space.

Neighborhood Playground – Designed to provide both active and passive short-term activities. Mainly serves ages 5 to 14 with informal recreation for all ages. Usually provides organized play and recreational activities, as well as opportunity for unorganized play. Facilities include distinct play area for both preschool and school-age children, storage and shelter structure, some open space spontaneous play, multiple use paved areas for court games, areas for field games, with possible limited seating for spectators, wading or spray pool, area for adult games such as shuffleboard or horseshoes, etc., landscaped buffers, some off-street parking, and lighting. Typical locations are central to the population being served, without need to cross major roads, thoroughfares, or highways. Neighborhood playgrounds are commonly located adjacent to or on public school sites in both urban and rural areas, as well as within larger parks.

Neighborhood Park – Landscaped park providing a variety of recreational opportunities, both passive and active, organized and unorganized for all age groups. Population served includes all ages, but focuses on ages 5 to 39 with emphasis upon ages 5 to 18. Facilities include children's play apparatus, paved multipurpose courts, sports fields, small picnic areas and shelter, drinking fountains, scenic paths, or nature walks, off-street parking, and lighting. Located central to the population being served, without need to cross major roads, thoroughfares, or highways. Commonly located in an area characterized by some natural features. In suburban areas, may be located

near other community buildings. May also be combined with a neighborhood playground.

Community Playfield – A large outdoor recreation area – primarily athletic complex – designed to serve the active competitive and recreational needs of children, preteens, teenagers, and adults. Population served is the entire population of a community, focusing on ages 9 to 39. May provide a variety of organized activities, and usually provides opportunities for competitive events, tournaments, and so forth. The predominate facilities are athletic fields for sports such as soccer, football, baseball, etc. May also include court games such as tennis. Other potential facilities include lighting, sanitary facilities, concessions storage area, adequate parking, and spectator seating. Could include some picnic facilities, shelters, children's play areas, and single\special purpose facilities such as a swimming pool. May be located on the outskirts of a community, or may be a portion of a major community park. In area around schools, the physical education and athletic facilities may qualify to service as community playfields. In suburban areas, may be located in conjunction with large schools and other major recreation areas and facilities such as lakes and large athletic complexes.

Major Community Park – A large natural and/or landscaped area, designed to accommodate large numbers of people for a wide variety of day uses. Population served is all ages, toddlers to retirees. Provides for both intensive uses and passive pursuits. Enables organized group activities as well as individual activities and special events. There is almost no limit to the variety of facilities that may be found in the park, but typically includes such things as play equipment, Mississippi Park and Recreation Prototype Standards picnic facilities, floral area, and gardens. May also include paths, trails, pavilions, zoos or museums, displays, golf or swimming facilities. May include neighborhood park, playground, or community playfield. Location may be in or near an urban area, commonly along an unusual land feature such as a flood plain, river, lake or beach.

Single\Special Purpose Facility – The chief characteristic is usually singleness of purpose. Population served includes all ages. A variety of facilities are available, providing individual as well as group activities. Usually provides programmed and self-directed activities. Includes facilities that provide opportunities for high interest activity. For example, lifesaving instructions, swimming lessons, and competitive swimming meets might be provided at a swimming pool where the main activity is recreational swimming. May be located in other types of recreation areas or parks, but should be as central and convenient to users as possible. Safety to pedestrians, people on bicycles, and motorists is an important factor in the location of single\special purpose facilities because of their attraction to sizable numbers of people.

Urban Greenspace or Open Space – Area provided mainly for their aesthetic and/or environmental enhancement qualities. Population served includes all ages. May be used for passive or active recreational activities, festivals, special observances\occasions, or other community activities. Facilities include various possibilities and combinations such as natural wooded or open lands (fields), watersheds, flood plains, waterfronts, river corridors, stream bands or wetlands, forests, landscaped borders, floral areas and gardens, parkways an boulevards, street medians and shoulder-ways, area around monuments, plazas, malls, or sanitary facilities, areas around public buildings, town squares, etc. May include bicycle an jogging trails, public transportation facilities, hiking or nature walk facilities, or bridle trails. Location often depends on the availability of land and water resources. May be a part of a parks system or serve as a linkage between recreation areas and facilities. May be viewed as part of urban design and urban beautification program or downtown revitalization efforts. May be part of easements such a power line, gas line, or conservation easements.

Regional Park – Serves multi-governmental units and is usually administered by counties, cities, regional bodies, or through other types of cooperative agency agreements. Serves both active and passive recreational needs for both day and overnight activities. May preserve a unique natural landscape, provide extensive recreational facilities in large urban areas, observe as greenbelts in metropolitan regions. Facilities include parking, picnic area, nature centers, trail systems, scenic drives, camp grounds, water areas for swimming and boating, golf courses, botanical gardens, concession and sanitary facilities, athletic complexes, sports fields, and single-special purpose facilities. The service area for this special park is multi-county, regional, and/or multi-city, serves mainly those located within one-hour travel time of the park. Population served is all age groups to include the entire population of the region. Should be located so that it is easily accessible through major roads or highways for the population being served. Otherwise, location is largely dependent on the availability of natural or man-made resources such as lakes and reservoirs.

Facility Area Requirements

Table VI-1H summarizes the existing conditions of the overall land area requirements for recreation with in the City of Gulfport based upon the above recreation classifications. This analysis is based upon the year 2000 census of 71,127 total population. The key point identified is that the overall land requirements for recreation excluding Urban Greenspace or Open Space and Regional Parks is 501 acres. This subtotal presents a more realistic picture of the overall land requirements for traditional recreational pursuits especially since the Urban Greenspace or Open Space and Regional Parks requirements are met by the beach and Back Bay areas of the City of Gulfport.

Table VI-1H
City of Gulfport
Community Recreation Facility Classifications

Classification	Acres per "X" Population	Total Acres Required (71,127 Pop.2000)	Service Area (Radius in Miles)	Optimum Size (Acres)
Playlot	0.5/1,000	36	1/2	1/4 to 2
Neighborhood Playground	2.0/2,500	57	1/2	2 to 6
Neighborhood Park	3.5/5,000	50	1/2	5 to 7
Community Playfield	10/10,000	71	1 to 5	10 to 15
Major Community Park	20/20,000	71	1 to 5	20 to 40
Single/Special Purpose Facility	# of Facilities per Population		Varies	Min.Avg. Acreage
Baseball Diamonds	1/4,000	18		3
Softball Diamonds	1/2,000	36		1.5
Tennis Courts	1/2,000	36		0.33
Soccer Fields	1/4,000	18		7
Basketball Courts	1/1,000	71		0.1
Swimming Pools (25 yd)	1/10,000	7		0.1
Swimming Pools (50 Meter)	1/30,000	2		0.3
Neighborhood Centers	1/10,000	7		1
Community Centers	1/25,000	3		1
Golf Courses (18 Hole)	1/25,000	3		180
Shooting Ranges	1/50,000	1		7
Jogging Trails	1/5,000	14		2.5 linear miles
Area Requirements Subtotal		501 Acres		
Urban Greenspace or Open Space	1/2,000	36	variable	variable
Regional Park	1,000/50,000	+/- 1,000	regional	1,000 to

Existing Facilities Evaluation

By utilizing the above definitions, the existing park and recreation system in Gulfport was categorized in order to evaluate each parks condition as well as the overall responsiveness to the total needs of the residents of the City of Gulfport.

Within each park category, the total of the acreage for each classification is summed and compared to the area required to meet the standards set by the

planning standards. This presents an overall picture of the state of the park facilities. When evaluation the overall net surplus of 111.75 acres of park lands or, excluding Urban Green Space or Open Space and Regional Parks, it must be noted that 250 acres of this land requirements is supplied by the Gulfport Sports Complex which has yet to be fully developed. Additionally 40 acres is supplied by the recently purchased and yet to be developed Orange Grove Community Park.

An additional factor should be considered when evaluating this overall surplus which is its overall distribution throughout the community and the relationship of park type and its ideal service area. Within the park type breakdown, there are both deficiencies and surpluses demonstrated within **Table VI-2H**. A surplus of land does not necessarily indicate that the City has all the real estate it needs for recreation resources. The majority of the facilities are in older areas of the community and recreation resources under serve the newly annexed portions of the City. This is an important consideration that must be included in the overall planning for recreation. This indicates that the acquisition and distribution of new parkland is still an important strategy to the City's future.

Table VI-2H
City of Gulfport Parks and Recreation Department
Existing Parks Evaluation by Classification, 2000

<u>PARK NAME</u>	<u>SIZE</u>	<u>EQUIPMENT</u>	<u>COMMENTS</u>
<u>PLAYLOT</u>			
EAST PARK	1 AC.	OPEN PLAY AREA WITH LIMITED EQUIPMENT	
VILLA DEL RAY PARK	1/4 AC.	"	
SILVER RIDGE PARK	1/2 AC.	PLAY EQUIPMENT	WELL SHADED PARK
TOTAL ACRES	1 3/4 AC.		
AREA REQ.'D	36 AC.		
DEFICIENCY	34 1/4 AC.		
<u>NEIGHBORHOOD PLAYGROUND</u>			
FIRE STATION NO. 4	1/4 AC.	BASKETBALL COURT	POOR CONDITION
WASHINGTON AVE. PARK	3 AC.	OPEN PLAY AREA	
BAYOU VIEW FIRE STATION	1/4 AC.	BASKETBALL COURT	
30TH ST. PARK	2 AC.	2 TENNIS COURTS, PLAY EQUIPMENT	
TOTAL ACRES	5 1/2 AC.		
AREA REQ.'D	57 AC.		
DEFICIENCY	51 1/2 AC.		
<u>NEIGHBORHOOD PARK</u>			
28TH ST. PARK	6 AC.	2 BASEBALL FIELDS 2 TENNIS COURTS PLAY EQUIPMENT	ACQUIRED FROM NAVY, ADJACENT TO SEABEE BASE
2ND ST. PARK	2 1/2 AC.	1 TENNIS COURT PLAY EQUIPMENT OPEN PLAY	
BROADMOOR PARK	1/2 AC.	1 TENNIS COURT PLAY EQUIPMENT	LOCATED IN MEDIAN AREA
BAYOU VIEW PARK	18 AC.	PLAY EQUIPMENT 2 TENNIS COURTS PICNIC AREAS	ADJACENT TO SCHOOL, WELL-SHADED
JAMES HILL PARK	15 AC.	2 TENNIS COURTS PICNIC AREAS PLAY EQUIPMENT OPEN PLAY FISHING PIER	CONTAINS ACCESS BY WALKWAYS TO SALT MARSH
7TH AVE. PARK	3 AC.	1 BASEBALL FIELD 1 TENNIS COURT PLAY EQUIPMENT	PARK IS SPLIT BY 7TH ST.
VICTORY ST. PARK	2 1/2 AC.	6 TENNIS COURTS	
TURKEY CREEK PARK	15 AC.		UNDEVELOPED
TOTAL ACRES	62 1/2		
AREA REQUIRED	50 AC.		
SURPLUS	12.5 AC.		

Table VI-2H Continued
Existing Parks Evaluation by Classification, 2000

<u>PARK NAME</u>	<u>SIZE</u>	<u>EQUIPMENT</u>	<u>COMMENTS</u>
<u>COMMUNITY PLAYFIELD</u>			
BAYOU VIEW PARK	12 AC.	3 BASEBALL FIELDS	LEASED FROM MS AIR NAT. GUARD
ST. JAMES BALL PARK	3 AC.	1 BASEBALL FIELD	
GULFPORT LAKE	3 AC.	BOAT RAMP/PARKING	ACCESS TO BERNARD BAYOU
TOTAL ACRES	18 AC.		
AREA REQUIRED	71 AC.		
DEFICIENCY	53 AC.		
<u>MAJOR COMMUNITY PARK</u>			
WEST SIDE COMMUNITY CENTER	11 AC.	COMMUNITY CENTER 1 TENNIS COURT PLAY EQUIPMENT PICNIC FACILITIES	MOST HIGHLY VISIBLE OF ALL THE PARKS IN THE SYSTEM
GASTON POINT COMMUNITY CENTER	5 AC.	COMMUNITY CENTER 1 TENNIS COURT 1 SOFTBALL FIELD PLAY EQUIPMENT 2 BASKETBALL COURTS JOGGING/WALKING TRACK	ADJACENT TO ELEMENTARY SCHOOL
19TH ST. COMMUNITY CENTER	3 AC.	COMMUNITY CENTER 1 TENNIS COURT 1 BASEBALL FIELD PLAY EQUIPMENT	
GASTON HEWES RECREATION CENTER	1 AC.	INDOOR FACILITY VARIETY OF USES FOR ALL AGES	ADJACENT TO DOWNTOWN
HERBERT WILSON RECREATION CENTER	10 AC.	INDOOR FACILITY VARIETY OF USES FOR ACTIVE SPORTS 1 BASEBALL FIELD INDOOR ACTIVITIES GEARED TOWARD SENIORS	ADJACENT TO SCHOOL PROPERTY
SENIOR CITIZENS CENTER	1/2 AC.		LEASED FROM SCHOOL DISTRICT
HANDBORO COMMUNITY CENTER	26 AC.	COMMUNITY CENTER BLDG.	ADJACENT TO J.HILL PARK
MAGNOLIA GROVE COMMUNITY CENTER	9 AC.	MULTIPURPOSE BUILDING PLAY EQUIPMENT 1 SOFTBALL FIELD	ADJACENT TO CLOWER-THORNTON NATURE STUDY AREA
COLLEGE PARK FITNESS CENTER	4 AC.	INDOOR FITNESS CENTER SWIMMING POOL LAKE WALKING/JOGGING TRACK	
ORANGE GROVE COMMUNITY CENTER	2 AC.	INDOOR FACILITY	
ORANGE GROVE COMMUNITY PARK	40 AC.		UNDEVELOPED
GULFPORT SPORTS COMPLEX	250 AC.	5 SOFTBALL FIELDS 4 SOCCER FIELDS	
TOTAL ACRES	363.5 AC.		

Table VI-2H Continued
Existing Parks Evaluation by Classification, 2000

<u>PARK NAME</u>	<u>SIZE</u>	<u>EQUIPMENT</u>	<u>COMMENTS</u>
<u>SINGLE/SPECIAL PURPOSE FACILITY</u>			
WEST SIDE PIER	1/4 AC.	FISHING ACCESS TO MISSISSIPPI SOUND AND SAND BEACH	SOUTH OF HIGHWAY 90
MOSES PIER	1/4 AC.	FISHING ACCESS TO MISSISSIPPI SOUND AND SAND BEACH	SOUTH OF HIGHWAY 90
URIE PIER	1/4 AC.	FISHING ACCESS TO MISSISSIPPI SOUND AND SAND BEACH	SOUTH OF HIGHWAY 90
COURTHOUSE ROAD PIER	3/4 AC.	FISHING ACCESS TO MISSISSIPPI SOUND AND SAND BEACH	SOUTH OF HIGHWAY 90
BERT JONES PARK	50 AC.	PUBLIC HARBOR OPEN PLAY PICNIC FACILITIES	HIGHWAY 90 HIGH VISIBILITY PARTLY REGIONAL IN NATURE AND USE
TRAMARK GOLF COURSE	110 AC.	MULTIPLE USE PAVILIONS 18 HOLE GOLF COURSE	PUBLICLY OWNED LEASED FROM VENDOR
TOTAL ACRES	161.5		
AREA REQUIRED	216		
DEFICIENCY	54.5		
NET SURPLUS 111.75 AC.			
<u>URBAN GREENSPACE OR OPEN SPACE</u>			
SAND BEACHES, MISSISSIPPI SOUND BERNARD BAYOU, AND HIGHWAY 90 MEDIAN		AMPLE SUPPLY OF OPEN SPACE AT FRINGES OF CITY/WATER'S EDGE. INTERIOR PORTIONS LACK OPEN SPACE CONNECTIONS	
<u>REGIONAL PARKS</u>			
NONE			

Commercial and Private Recreation Facilities

The overall recreation picture for the City of Gulfport must include other existing recreation facilities that are important providers but are not owned or operated by the City of Gulfport. While commercial and private recreation or club facilities are not under the purvey of a municipality, these recreation providers nevertheless furnish a significant portion of the local recreation picture. Typically, the market that these facilities serve includes tourist accommodations, organized camps, clubs driven by memberships, and resorts/commercial facilities. Also included in this recreation segment are semi-public facilities, which are generally operated by community organizations.

Examples of this condition are the many piers and boat ramps on the waterfront, which are owned and operated by other agencies. This is an example of a cooperative agreement or partnership to provide a service. This also includes shared facilities within the City where other departments have primary responsibility for operation and maintenance but the Parks and Recreation Department shares use of the facility.

Other considerations include golf within the City as there is only one public course but there are several semi-public courses. As shown in the standards that follow below, there is a need for public access and therefore should be considered as a need in the overall recreation picture.

Table VI-3H
City of Gulfport
Commercial Sports & Recreational Businesses, March 1999

DANCE:

LORI'S DANCE CENTER FOR EDUCATION AND PERFORMANCE
 12100 HIGHWAY 49
 831-4928

ALLISON LAUREN ACADEMY OF DANCE
 12311 ASHLEY DR.
 831-3448

AMOUR DANZAR SCHOOL OF BALLROOM DANCE
 1516 E. BEACH BLVD.
 868-3258

BALLET THEATRE SCHOOL
 9334 THREE RIVERS RD.
 822-0490

EXERCISE AND FITNESS PROGRAMS:

FIT FOR THE MASTER
 2318E PASS RD.
 896-3221

PREMIER FITNESS
 9471 THREE RIVERS RD.
 863-4653

RHODES CLUB FITNESS
 HARDY COURT CENTER
 868-0190

TAEKWONDO FITNESS CENTER
 1842 E. PASS RD.
 986-8600

VINSON KEYHEA PERSONAL TRAINING
 3324 BOYD AVE.
 864-6706

HEALTH CLUBS:

CHILDREN'S HEART INSTITUTE FITNESS
 1205 42ND AVE.
 868-8302

CURVES FOR WOMEN
 1909 E. PASS RD.
 897-1183

EXCEL FITNESS CENTER
 315 COURTHOUSE RD.
 896-1570

GULF COAST TENNIS CLUB
 315 COURTHOUSE RD.
 896-3554

TAYLOR FITNESS CLUB
 12100 HIGHWAY 49
 832-0085

Table VI-3H Continued
Commercial Sports & Recreational Businesses, March 1999

AMUSEMENT CENTERS:

ALL FUN AND GAMES
 2417 14TH STREET
 822-9964

AMF GULFPORT LANES
 3100 25TH AVE.
 864-3033

FUN TIME USA
 1300 E. BEACH BLVD.
 896-7135

KID KASTLE
 316 COURTHOUSE RD.
 896-7529

FAST TRACK FUN CENTER
 9476 MELISSA ST., LYMAN
 831-4949

MINIATURE GOLF COURSE:

FUN TIME USA
 1300 BEACH BLVD.
 896-7315

PUBLIC GOLF COURSE AND DRIVING RANGES:

GREAT SOUTHERN GOLF CLUB
 2000 BEACH DR.
 896-3536

GULFPORT PAR 3
 700 34TH ST.
 868-3809

TRAMARK GOLF COURSE
 13831 WASHINGTON AVE.
 863-7808

BATTING CAGES:

BROKHOFF, JOE BASEBALL ACADEMY
 15180 COMMUNITY RD.
 832-0089

BICYCLE RENTALS:

BIKES AHOY
 702 BEACH BLVD.
 896-3469

Table VI-3H Continued
Commercial Sports & Recreational Businesses, March 1999

BILLIARDS CENTERS:

HAMILTON'S BILLIARDS & BAR
 10585 THREE RIVERS RD.
 831-1650

JIM BOBS POOL HALL
 197 TEAGARDEN RD.
 896-9193

KEN'S BALL & CUE
 15371 DEDEAUX RD.
 832-6639

CHARTER BOATS:

ADVENTURES ON THE SOUTH SEA
 GULFPORT HARBOR
 868-1662

PJ CHARTER SERVICE
 GULFPORT HARBOR
 863-2362

SHIP ISLAND EXCURSIONS
 GULFPORT HARBOR
 864-1014

BOWLING LANES:

AMF BOWLING CENTERS
 3100 25TH AVE.
 864-3033

GULF PARK LANES
 340 COURTHOUSE RD.
 896-5075

CAMPGROUNDS AND RV PARKS:

BAYWOOD CAMPGROUND
 1100 COWAN-LORRAINE RD.
 896-4840

BURNSWAY RV PARK
 500 BROAD AVE.
 863-9096

GATEWAY RV RALLY PARK
 9215 HWY. 49
 822-9211

Table VI-3H Continued
Commercial Sports & Recreational Businesses, March 1999

CAMPGROUNDS AND RV PARKS CONTINUED
SAND BEACH RV PARK 1020 BEACH DR. 896-7551
CANOES AND KAYAKS RENTALS BILOXI RIVER CANOES 832-0412
WOLF RIVER CANOES 21640 TUCKER RD. 452-7666
RIDING STABLES:
ROUND HILL FARM 16520 LONDON RD. 832-5629
HIGH HILL RIDING STABLES 47 FRED JOHNSON RD., CARRIERE 798-2211
KARATE AND MARTIAL ARTS:
J. R. HENSLEY TAEKWONDO PLUS 11340 THREE RIVERS RD. 832-4418
TAEKWONDO PLUS FITNESS CENTER 1842 E. PASS RD. 896-8600
WHITE TIGER KUNG FU/TAI CHI 2921 55TH AVE. 868-6509
SKY DIVING:
GOLF COAST SKY DIVERS 396-1111
PARASAILING:
ACES HIGH PARASAIL, INC. 432-9200
EMERALD COAST WATERSPORTS 436-7777

Table VI-3H Continued
Commercial Sports & Recreational Businesses, March 1999

GYMNASTICS:

LANIER'S SCHOOL OF GYMNASTICS
 16101 LONDON RD.
 832-9442

SUSIE'S ELITE SCHOOL OF GYMNASTICS
 12473 DEDEAUX RD.
 832-4034

RACE TRACKS:

GULFPORT DRAGWAY, INC.
 17085 RACETRACK RD.
 863-4408

SUN COAST SPEEDWAY
 8232 FIRETOWER RD.
 255-4110

DIVING INSTRUCTION:

DIVE FIVE, INC.
 1909 E. PASS RD.
 604-2004

SPORTS UNLIMITED
 173 HARDY COURT CENTER
 863-5839

TENNIS CLUBS:

BAYOU BLUFF TENNIS CLUB
 11553 W. TAYLOR RD.
 896-9166

Source: Department of Leisure Services, City of Gulfport 1999.

Existing Recreation Needs

Following is a summary of the recreation land area needs by park classification for the most functional park types.

Table VI-4H
City of Gulfport
Summary of Recreation Land Needs, 2000

CLASSIFICATION	TOTAL ACRES REQUIRED (71,127 POP.-2000)	EXISTING SUPPLY (AC. OR FACILITIES)	NET DEFICIENCY (OR SURPLUS) (ACRES)
PLAYLOT	36.00	1.75	34.25
NEIGHBORHOOD PLAYGROUND	57.00	5.50	51.50
NEIGHBORHOOD PARK	50.00	62.50	(12.50)
COMMUNITY PLAYFIELD	71.00	18.00	53.00
MAJOR COMMUNITY PARK	71.00	363.50	(292.50)

The greatest overall land area deficiency for park types is in the area of Community Playfields and neighborhood parks. The Community Playfields are where many of the active play facilities are typically located. Between these three categories there presently exist a deficiency of 138.75 acres.

Neighborhood parks has an overall surplus of 12.5 acres. However, when examination of the distribution is made, certain areas such as the newly annexed areas are deficient in this area as well.

The overall surplus in the Major Community Park classification is due in large part to the 250 acres in the newly acquired Gulfport Sports Complex. Once again, better distribution of land throughout the city in this classification will lead to better utilization by the public.

Active Play Facilities

When evaluating the existing single/special purpose facilities, the total deficiency numbers should also be viewed in terms of an overall picture of the recreation facilities and not only related to acres of park land. As an example, current recreation trends do not point to the development of additional Playlots as a high priority for cities, however, the need for this open space must still be factored

when evaluating the need for lands dedicated to parks and recreation. However, it should be recognized that if a Playlot is proposed in the correct strategic location (within a developing neighborhood with very young children) that it is still a viable portion of the overall recreation picture and an important neighborhood element.

Table VI-5H
City of Gulfport
Summary of Recreation Single/Special Purpose Facility Needs, 2000

FACILITY	# OF FACILITIES	Number REQUIRED	# OF EXISTING FACILITIES	FACILITIES REQUIRED	ACRES OF PARK LAND DEFICIENT
BASEBALL DIAMONDS	1/4,000	17	10*	7	21
SOFTBALL DIAMONDS	1/2,000	34	8	26	39
TENNIS COURTS	1/2,000	34	21	13	4.5
SOCCER FIELDS	1/4,000	17	10	7	49
BASKETBALL COURTS	1/1,000	69	12	57	5.7
SWIMMING POOLS (25YD.)	1/10,000	7	1	6	0.6
SWIMMING POOLS (50 METER)	1/30,000	2	0	2	0.6
NEIGHBORHOOD CTRS.	1/10,000	7	2	5	5
COMMUNITY CENTERS	1/25,000	3	5		
GOLF COURSES (18 HOLE)	1/25,000	3	1	2	360
SHOOTING RANGES	1/50,000	1	0	1	7
JOGGING TRAILS	1/5,000	14	3	1	22
TOTAL EXISTING SINGLE SPECIAL PURPOSE FACILITIES					514.4
TOTAL BY PARK CLASSIFICATION (SURPLUS)					(111.75)
TOTAL DEFICIENCY IN ACRES					402.65
*DOES NOT INCLUDE PEE WEE OR TEE BALL BALLFIELDS					

This deficiency of 403 acres presents a more accurate indicator for the need for additional lands as opposed to the net surplus indicated in Table VI-4H. This analysis indicated that while the City may have an overall surplus of lands, there still remains a need for facilities to meet the overall recreation needs of the population. Distribution of facilities and lands, which may be undevelopable for active use in a give park such as a wetlands area, have an overall impact on this requirement for additional recreation facilities.

When analyzing recreation needs within the planning area, the expanded area will support the following major park facilities as a minimum:

- 2 to 4 Neighborhood playgrounds and parks from 5 to 10 acres in size. In addition to neighborhood related facilities, these parks could contain a limited amount of single purpose facilities such as jogging trails.
- 5 to 7 Community Playfields containing baseball fields and/or soccer fields.
- 2 additional major community parks (because of distribution)

- There is the biggest need in active sports for 2 four-plexes of baseball, 4 four-plexes of softball, 2 tennis centers, 2 soccer complexes, 6 to 8 swimming pools. These could be housed in the parks listed above or special single purpose facilities.
- There is a need for 5 additional neighborhood centers and one community center (because of distribution).
- 2 public 18 hole golf courses.

Projected Future Recreation Needs

Following is a summary of the projected recreation land area needs by park classification for the most functional park types. These projections are based upon the projected population of 107,817 for the year 2025.

Table VI-6H
City of Gulfport
Projected Recreation Land Needs

CLASSIFICATION	TOTAL ACRES REQUIRED (107,817 PROJECTED POPULATION)	EXISTING SUPPLY 2000 (ACRES)	PROJECTED DEFICIENCY IN ACRES (SURPLUS)
PLAYLOT	54	1.75	52.25
NEIGHBORHOOD PLAYGROUND	86	5.5	80.5
NEIGHBORHOOD PARK	76	62.5	13.5
COMMUNITY PLAYFIELD	108	18	90
MAJOR COMMUNITY PARK	108	363.5	(255.50)
TOTAL DEFICIENCY IN ACRES			(19.25 ACRES)

When compared to the data in Table VI-4G above which delineates a surplus of 166 acres, by the year 2025 the surplus of overall recreation lands available has been reduced to approximately 20 acres. The key factor to not herein is that only Major Community Parks has a surplus. As discussed above this is due in large part to the acquisition and development of the Gulfport Sports Complex.

If the first four categories alone are analyzed, there will be a deficiency of approximately 236 acres. Key issues to examine when looking to the growth of these park areas is the distribution of the various park types/lands in the growth areas and in present areas under served by park facilities.

Projected Active Plan Facilities

When evaluating the projected single/special purpose facilities, the overall trend of facilities and land deficiencies is even more evident. In light of projected growth, the dynamic nature of a healthy park system is that it must be an ever growing, ever changing provider of recreation services and facilities which must be adequately funded and managed in order to properly anticipate future needs within a given area of the city.

Table VI-7H
City of Gulfport
Projection of Recreation Single/Special Purpose Facility Needs

FACILITY	# OF FACILITIES PER POP.	# FACILITIES PROJECTED 107,817 POP.	EXISTING # OF FACILITIES	FACILITIES REQUIRED	ACRES OF PARK LAND DEFICIENT
BASEBALL DIAMONDS	1/4,000	27	10*	17	51
SOFTBALL DIAMONDS	1/2,000	54	8	46	69
TENNIS COURTS	1/2,000	54	21	33	11
SOCCER FIELDS	1/4,000	27	10	17	119
BASKETBALL COURTS	1/1,000	108	12	96	10
SWIMMING POOLS (25 YD.)	1/10,000	11	1	10	1
SWIMMING POOLS (50 METER)	1/30,000	4	0	4	2
NEIGHBORHOOD CENTERS	1/10,000	11	2	9	9
COMMUNITY CENTERS	1/25,000	4	5		
GOLF COURSES (18 HOLE)	1/25,000	4	1	3	540
SHOOTING RANGES	1/50,000	2	0	2	14
JOGGING TRAILS	1/5,000	22	3	19	38
TOTAL EXISTING SINGLE SPECIAL PURPOSE FACILITIES					864
TOTAL BY PARK CLASSIFICATION (SURPLUS)					(111.75)
TOTAL DEFICIENCY IN ACRES					752.25
*DOES NOT INCLUDE PEEWEE OR TEE BALL BALLFIELDS					

This projected deficiency of 752 acres presents a more accurate indicator for the long-term need for additional lands as the city grows over the next 25 years. By this analysis tool, the need for additional land resources will have grown an additional 350 acres during this time period.

This overall projection will expand the overall facility recommendation by the year 2025 as follows:

- 4 to 8 Neighborhood playgrounds and parks from 5 to 10 acres in size. In addition to neighborhood related facilities, these parks could contain a limited amount of single purpose facilities such as jogging trails.
- 6 to 9 Community Playfields containing baseball fields and/or soccer fields.

- 2 additional major community parks (because of distribution).
- There is the biggest need in active sports for 4 four-plexes of baseball, 12 four-plexes of softball, 3 tennis centers, 4 soccer complexes, 7 to 9 swimming pools. These could be housed in the parks listed above or special single purpose facilities.
- There is a need for 9 additional neighborhood centers and one community center (because of distribution).
- 3 public 18 hole golf courses.

APPENDIX

CITY OF GULFPORT
RETAIL SALES TRENDS
1990-2001

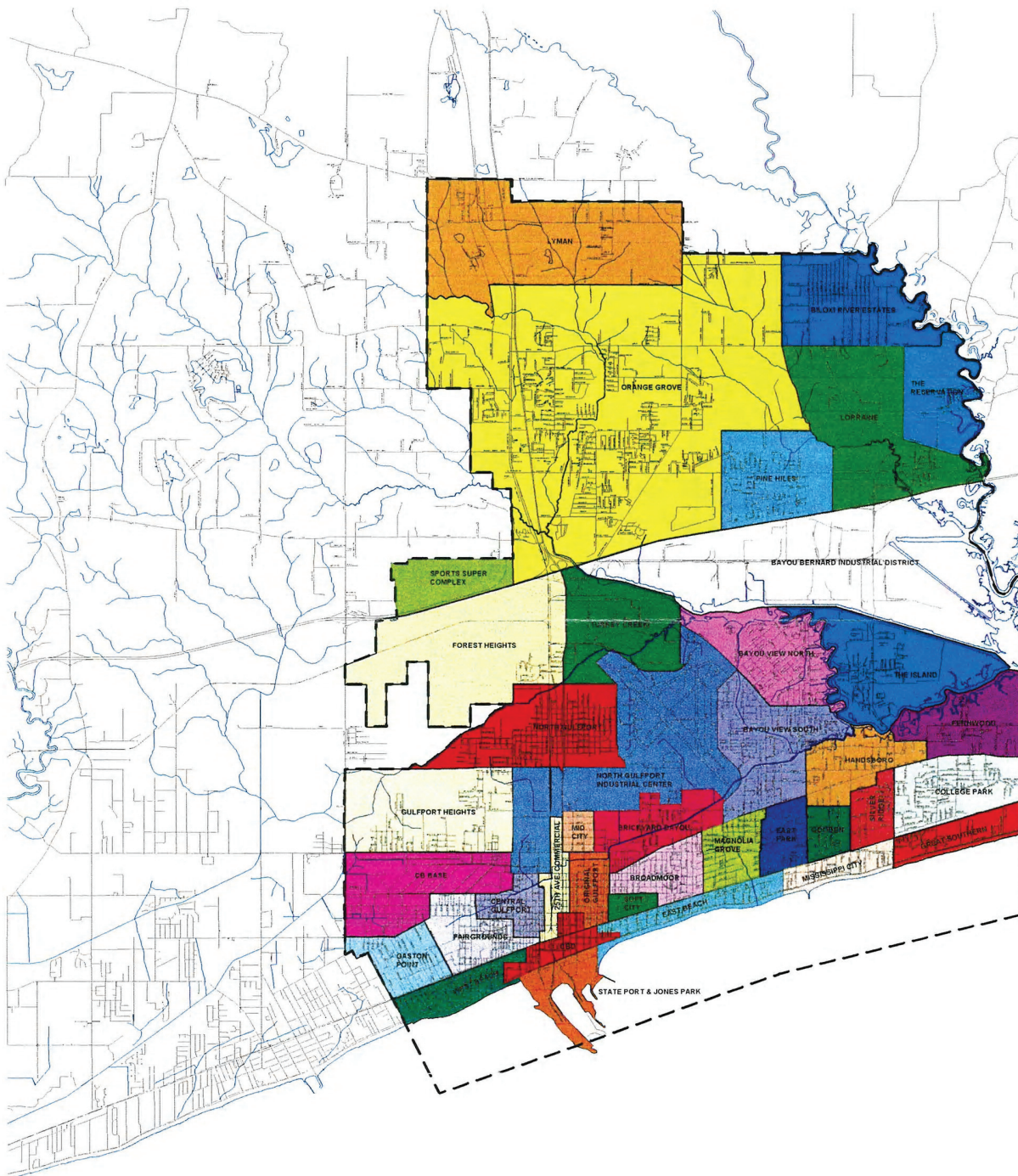
	<u>AUTOMOTIVE</u>	<u>MACHINERY, EQUIPMENT & SUPPLIES</u>	<u>FOOD & BEVERAGE</u>	<u>FURNITURE & FIXTURES</u>	<u>PUBLIC UTILITIES</u>	<u>APPAREL & GENERAL MERCHANDISE</u>	<u>LABOR & BUILDING MATERIALS</u>	<u>MISC. RETAIL</u>	<u>MISC. SERVICE</u>	<u>CONTRACT</u>	<u>RECREATION</u>	<u>TOTAL FOR CITY</u>
1990												
NUMBER OF	232	76	299	86	3	95	116	309	99	36	15	1,371
TAXPAYERS												
GROSS TAX	\$3,664,113	\$1,096,255	\$5,461,763	\$1,126,643	\$1,569,847	\$2,126,200	\$1,903,144	\$2,097,378	\$1,146,919	\$130,719	\$141,457	\$20,461,435
GROSS SALES	\$39,517,429	\$19,926,930	\$91,029,560	\$18,777,420	\$33,699,299	\$35,324,012	\$31,669,123	\$35,002,400	\$19,115,353	\$3,718,969	\$2,357,627	\$380,119,123
1991												
NUMBER OF	227	76	321	93	3	97	110	290	102	40	10	1,374
TAXPAYERS												
GROSS TAX	\$3,801,308	\$1,104,046	\$5,594,221	\$1,062,059	\$1,417,712	\$2,002,646	\$1,767,109	\$227,730	\$1,150,659	\$109,249	\$112,643	\$20,369,382
GROSS SALES	\$91,923,641	\$20,305,045	\$93,237,207	\$18,034,354	\$31,330,025	\$33,274,127	\$29,451,882	\$37,182,864	\$19,223,343	\$30,144,241	\$1,877,379	\$378,884,108
1992												
NUMBER OF	219	72	311	94	3	97	111	318	100	41	12	1,380
TAXPAYERS												
GROSS TAX	\$4,026,621	\$1,173,839	\$5,882,588	\$1,021,974	\$1,461,843	\$2,082,249	\$2,121,018	\$2,298,517	\$1,326,041	\$134,759	\$95,948	\$21,625,397
GROSS SALES	\$99,580,124	\$20,918,339	\$98,036,198	\$17,030,983	\$33,418,906	\$34,627,501	\$35,216,979	\$38,388,794	\$22,094,063	\$3,715,543	\$1,599,042	\$404,626,472
1993												
NUMBER OF	225	76	289	85	4	93	112	320	100	46	11	1,363
TAXPAYERS												
GROSS TAX	\$5,135,474	\$1,662,255	\$7,118,189	\$1,299,279	\$1,716,811	\$2,420,446	\$3,078,016	\$2,766,737	\$1,732,349	\$392,571	\$100,522	\$27,423,033
GROSS SALES	\$121,107,856	\$25,185,849	\$102,533,005	\$18,618,173	\$33,108,093	\$34,659,847	\$45,314,125	\$40,493,760	\$24,888,856	\$10,885,502	\$1,437,675	\$458,285,548
1994												
NUMBER OF	339	106	438	103	8	118	170	449	145	73	11	1,963
TAXPAYERS												
GROSS TAX	\$6,963,521	\$2,500,839	\$11,076,624	\$1,698,375	\$2,092,541	\$4,474,224	\$4,716,900	\$3,599,562	\$2,474,622	\$1,302,909	\$148,914	\$41,049,030
GROSS SALES	\$167,334,655	\$37,783,650	\$155,460,040	\$24,305,080	\$41,022,454	\$63,898,771	\$69,402,994	\$52,869,516	\$35,351,711	\$36,568,254	\$2,127,342	\$689,424,406
1995												
NUMBER OF	333	112	444	107	9	122	179	451	146	67	13	1,968
TAXPAYERS												
GROSS TAX	\$9,913,188	\$3,043,173	\$15,869,749	\$2,113,384	\$2,601,738	\$7,797,188	\$5,504,483	\$5,272,681	\$3,479,610	\$913,222	\$247,777	\$56,758,165
GROSS SALES	\$195,994,526	\$47,109,564	\$227,354,902	\$30,224,887	\$51,167,205	\$111,389,466	\$81,003,297	\$76,233,256	\$49,708,759	\$25,384,679	\$3,539,666	\$899,136,228
1996												
NUMBER OF	341	120	434	110	7	157	176	472	165	71	13	2,069
TAXPAYERS												
GROSS TAX	\$9,537,159	\$3,589,585	\$15,742,239	\$2,424,847	\$3,028,152	\$10,545,723	\$6,250,348	\$4,186,001	\$3,441,196	\$386,464	\$294,790	\$62,551,712
GROSS SALES	\$146,548,436	\$55,122,138	\$225,521,022	\$34,664,997	\$56,238,621	\$150,633,180	\$91,751,295	\$60,528,026	\$49,178,144	\$10,282,602	\$4,211,278	\$923,331,570

CITY OF GULFPORT
RETAIL SALES TRENDS
1990-2001

	<u>AUTOMOTIVE</u>	<u>MACHINERY, EQUIPMENT & SUPPLIES</u>	<u>FOOD & BEVERAGE</u>	<u>FURNITURE & FIXTURES</u>	<u>PUBLIC UTILITIES</u>	<u>APPAREL & GENERAL MERCHANDISE</u>	<u>LABOR & BUILDING MATERIALS</u>	<u>MISC. RETAIL</u>	<u>MISC. SERVICE</u>	<u>CONTRACT</u>	<u>RECREATION</u>	<u>TOTAL FOR CITY</u>
1997												
NUMBER OF TAXPAYERS	344	112	421	101	6	154	180	456	159	70	13	2,016
GROSS TAX	\$12,388,834	\$3,675,447	\$15,449,572	\$2,398,827	\$3,191,526	\$12,796,085	\$8,390,570	\$5,720,976	\$3,550,386	\$451,998	\$300,222	\$68,274,443
GROSS SALES	\$222,652,415	\$57,596,645	\$221,338,649	\$34,288,087	\$59,840,360	\$182,800,353	\$121,954,032	\$82,657,486	\$50,719,745	\$12,401,629	\$1,288,888	\$1,050,538,289
1998												
NUMBER OF TAXPAYERS	342	120	419	97	8	157	179	442	159	72	12	2,007
GROSS TAX	\$13,422,639	\$4,092,305	\$14,265,784	\$2,300,199	\$3,097,665	\$15,454,405	\$8,295,066	\$3,847,152	\$3,777,954	\$595,624	\$308,534	\$69,457,336
GROSS SALES	\$242,715,402	\$64,312,223	\$204,558,617	\$32,874,417	\$71,209,598	\$220,794,757	\$121,662,567	\$55,962,539	\$53,970,721	\$16,434,237	\$4,407,757	\$1,068,902,836
1999												
NUMBER OF TAXPAYERS	366	124	411	96	10	177	189	474	155	124	12	2,141
GROSS TAX	\$15,326,052	\$4,164,160	\$14,750,614	\$2,881,984	\$3,968,639	\$17,640,170	\$10,830,699	\$6,327,766	\$4,407,116	\$406,951	\$389,860	\$81,394,130
GROSS SALES	\$278,242,654	\$67,167,640	\$211,473,588	\$41,185,408	\$85,109,183	\$252,028,069	\$158,241,138	\$91,741,211	\$62,964,713	\$17,233,629	\$5,571,132	\$1,270,958,364
2000												
NUMBER OF TAXPAYERS	369	123	421	101	9	178	191	477	151	129	10	2,162
GROSS TAX	\$16,217,175	\$4,860,412	\$15,830,270	\$3,086,105	\$3,939,139	\$18,912,601	\$10,722,580	\$8,306,774	\$5,723,571	\$655,877	\$324,901	\$88,579,411
GROSS SALES	\$294,661,289	\$78,000,384	\$226,746,546	\$44,102,108	\$73,709,328	\$270,184,890	\$156,868,006	\$119,877,079	\$81,774,134	\$15,518,286	\$4,641,447	\$1,366,083,500
2001												
NUMBER OF TAXPAYERS	333	129	402	101	9	169	183	464	145	126	9	2,073
GROSS TAX	\$15,167,068	\$3,815,377	\$16,602,996	\$3,357,654	\$5,007,715	\$19,511,436	\$9,632,524	\$9,924,356	\$5,632,933	\$613,894	\$282,278	\$69,548,234
GROSS SALES	\$274,121,867	\$60,272,922	\$238,184,973	\$47,980,963	\$97,548,111	\$278,723,978	\$140,191,714	\$143,247,863	\$80,470,395	\$14,814,944	\$4,032,541	\$1,379,590,296

Source: Mississippi State Tax Commission Annual Reports for years indicated

V1 - 1B
CITY OF GULFPORT
COMPREHENSIVE PLAN
NEIGHBORHOODS



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THIS MAP ACCURATE FOR PLANNING PURPOSES ONLY

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
A & I Welding & Machine Works 1916 28th Street	1978	2	Under \$500K	Private	3599	General machining acr, gas, MIG & TIG welding
A-1 Machine Shop 14472 Dedeaux Road	1983	2	Under \$500K	Private	3599 7692	General machining arc, gas, MIG, TIG & heliarc welding: lathe & mill work
AARIG Terminal Systems INC 10151 Lorraine Road	1985	18	\$1MM-4.9MM	Private	3536	Marine loading arms
Ashco 3600 25th Avenue	1995	91	\$25MM-49.9MM	Private	2834	Antacids, aspirin, powder, generic drugs, ointments, & lotions
All Signs INC 558 Courthouse Road	1993	6	\$500-999K	Private	3993	Magnetic, metal, painted, plastic, neon, wooden, electrical, vinyl lettered signs
Allistons 14494 Collins Blvd.	n/a	6	\$500-999K	Private	2759	Screen printing and engraving
Amos Signs 2626 17th Avenue	n/a	4	Under \$500K	Private	3993	Magnetic, metal, painted, plastic, neon, wooden, electrical, vinyl lettered signs
Art's Auto Supply INC 8007 Highway 49		7	\$500-999K	Private	3599	Engine Rebuilding
Atronic Americas LLC 421 16th Street	1994	4	Under \$500K	Private	3999	Video slot machines
Auto Parts & Tool CO, INC 2202 25th Avenue	1955	4	\$500-999K	Private	3714	Motor vehicle parts, accessories & tools
B-Line Fabrication CO, INC 13465 Oneal Road	1979	16	\$1MM-4.9MM	Private	3589	Water Treatment Systems
Back Porch 15258 Royal Street	1994	1	Under \$500K	Private	2721	Magazine publishing

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CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Bay Ice CO 1413 30th Avenue	1949	5	Under \$500K	Private	2097	Ice
Benvenuti Electrical 17490 16th Street #C	1997	10	n/a	Private	7694	Manufacture medical equ.; Sewage pump, electric motor repairing
Big 2 Engine Rebuilders INC 3214 25th Avenue	1977	10	\$500-999K	Private	3599	Machine shop; auto engine repair & rebuilding
Blackledge Emulsions INC 828 Pass Road	1990	50	\$10-24.9MM	Private	2951	Asphalt emulsions
Brimmer Castings INC 10021 Lorraine Road	1986	6	\$500-999K	Private	3363	Aluminum, bronze & cast iron foundry
Brown's, Andy Hopper Tire CO 3200 25th Avenue	1954	5	n/a	Private	7534	Tire retreading
Casino Classics INC 10185 Lorraine Road	1994	8	\$500-999K	Private	2396	Fabric screen printing & embroidering service
Channel Chemical Corp 14373 Seaway Road	1969	9	\$1MM-4.9MM	Private	2899	Custom chemical formulas
Choctaw INC 3000 Faulkner Street	1942	6	\$500-999K	Private	3272	Concrete culvert pipe & steel pipe
Clay's Print Shop 1513 24th Avenue	n/a	4	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Clay's Sign Shop 1513 24th Avenue	n/a	2			3993	Magnetic, metal, painted, plastic, wooden, vinyl lettered signs
Coast Materials 14292 Creosote Road	1944	49	\$5M-9.9MM	Private	3273	Ready-mixed concrete

CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Coast Mattress/Upholstery 3207 F Avenue	1970	2	Under \$500K	Private	2515	Mattresses & box springs
Coast Printing CO 1623 25th Avenue	1956	4	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Collins Filter CO, INC 10185 Southpark Drive	1998	10	\$1MM-4.9MM	Private	3564	Water, body shop, & industrial filters
Competitive Printing 2400 24th Street	1989	3	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Copy Express INC 1909 East Pass Road	1985	3	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
DDL Kaminer South 1909 East Pass Road	1993	6	Under \$500K	Private	2791	Computer Typesetting
Deiorios Custom Woodworks INC 1512 30th Avenue	n/a	4	Under \$500K	Private	2434	Cabinets and Custom woodwork
Deas Tire CO 2314 25th Avenue	1952	15	n/a	Private	3011	Tires
Dedeaux Clan Furniture LTD 11451 Canal Road	1965	6	\$500-999K	Private	2511	Wooden household furniture
Diversified Interests INC 12007 Mobile Avenue	1989	4	\$500-999K	Private	2741	Guide publishing
Dixie Press INC 1417 24th Avenue	1919	3	Under \$500K	Private	2752	Commercial offset printing, desktop publishing, glue, staple binding
Fansteel Hydro Carbide 14115 Seaway Road	1979	90	\$10-24.9MM	Public	3291	Tungsten carbide

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REAL ESTATE / PLANNING CONSULTANTS

CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Fayard Millworks 1337B 31st Avenue	1982	2	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Flash Printing USA 802 East Pass Road	1975	5	\$500-999K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Friede Goldman Halter INC (PA) 13085 Seaway Road	1987	412	n/a	Public	3732	Tug, supply & crew boats, yachts, & ship building; gen. marine fabricate
Fulton Ornamental Concrete 11414 Lorraine Road	1978	1	Under \$500K	Private	3272	Bird baths, pedestal fountains, stones edging & ornamental concrete products
Gates Printing CO 12100 Highway 49 #10A	1996	2	Under \$500K	Private	2752	Offset printing; computer typesetting; saddle stitch & spiral plastic binding
Goldin Industries INC 12440 Seaway Road	1942	50	\$5M-9.9MM	Private	3448	Prefabricated metal buildings, steel siding, floor & roof trusses
Good News Newspaper INC 2218 24th Avenue	1992	12	\$1MM-4.9MM	Private	2711	Newspaper publishing
Gulf Coast Filters, INC 11125 Canal Road	1981	9	\$1MM-4.9MM	Private	3714	Fuel, hydraulic, transmission, paint, solvent & environmental filters
Gulf Coast Limb & Brace INC 4420 15th Street	1978	3	Under \$500K	Private	3842	Braces and artificial limbs
Gulf Coast Winery 1306 29th Avenue	1994	6	\$1MM-4.9MM	Private	2084	Table wine
Gulf Concrete Headquarters 10133 Goldin Lane	1990	55	n/a	Private	3273	Ready-mix concrete
Gulf Publishing CO 2025 Debuys Road	n/a	260	\$10-24.9MM	Private	2711	Newspaper publishing and printing

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REAL ESTATE / PLANNING CONSULTANTS

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Gulf States Ready-Mix INC 10121 Southpark Drive	1945	35	\$5M-9.9MM	Private	3273	Ready-mix concrete
Haley's, Don Welding/Sandblast 1903 29th Street	n/a	4	Under \$500K	Private	3471	Arc, gas MIG, TIG, heliarc & aluminum welding;sandblasting
Hartson-Kennedy Cabinet Top CO 10115 Lorraine Road	1948	150	\$10-24.9MM	Private	2541	Laminated counter tops
Heartwood Signs 906 East Birch Drive	1988	3	Under \$500K	Private	3993	Gold leaf & hand painted, carved, sand- blasted, & custom wooden signs
High Tech INC 1390 29th Avenue	1989	14	\$1MM-4.9MM	Private	8731	Electronic research and development
Highside Chemicals INC 11114 Reichold Road	1982	25	\$5M-9.9MM	Private	2899	Specialty chemicals
Huber, Keith INC 14220 Highway 49	1982	134	\$10-24.9MM	Private	3589	Manufacture mobile vacuum loading & industrial water jetting machines
Huntoon's INC 3220 Hewes Avenue	1954	7	\$500-999K	Private	2759	Reprographic printing
I Care Optical Lab INC 2108 25th Avenue	1990	5	\$500-999K	Private	3851	Eyeglasses
Inside Outside INC 4910 West Railroad Street	1984	7	\$500-999K	Private	3281	Marble counter tops
Jackpot Newcomers Guide 15487 Oak Lane #200J	1995	9	\$1MM-4.9MM	Private	2741	Guide publishing
Kathrine's 11508 Three Rivers Road	1993	1	Under \$500K	Private	3999	Wax Candles

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Ken's Hardware & Marine Supply 1533 30th Avenue	1988	6	\$500-999K	Private	2399	Commercial shrimp trawl boards & equipment
L C Industries INC 424 34th Street	1985	42	\$1MM-4.9MM	Private	8311	Sheltered workshop: mops, brooms, & military flatware packets
Lamar advertising CO 10571 Outdoor Way	1902	18	\$1MM-4.9MM	Public	3993	Billboards
Lifetime Portable Building LLC 11319 Highway 49	1988	2	Under \$500K	Private	2452	Prefabricated wooden buildings
Lifton Avondale Industries 13303 Industrial Seaway Road	1996	300	\$25MM-49.9MM	Public	3731	Fiberglass barge covers & ship units
Magnolia Printing CO 1829 25th Avenue	n/a	8	\$500-999K	Private	2752	Offset printing, desktop publishing & computerized typesetting
Mandal's INC 4002 Hewes Avenue	1946	46	\$5M-9.9MM	Private	3444	Sheet & plate metal & aluminum fabricate
McCaffrey Sign & Plastic 15254 Dedeaux Road	1976	7	\$500-999K	Private	3993	Sandblasted, vinyl lettered, magnetic, plastic signs
McMurtry's Automotive Machine 3204 B Avenue	1992	3	Under \$500K	Private	3599	Machine shop, automotive engine rebuilding
Mediterranean Stoneworks INC 707 East Pass Road	1995	2	Under \$500K	Private	3281	Cut stone products
Metal Parts INC 11298 Reichold Road	1976	32	\$1MM-4.9MM	Private	3599	Paper mill and mining machinery parts
Metal Tech INC 9535 Lorraine Road	1999	25	\$1MM-4.9MM	Private	3441	Steel fabrication, plate, sheet, pipes, for paper and power industry

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

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Mikohn Gaming Corp 4708 Hewes Avenue	1994	60	\$5M-9.9MM	Public	3993	Casino interior signs, electrical, neon painted, and plastic
Monograms ETC 1900 Pass Road # C	1988	3	Under \$500K	Private	2395	Fabric screen printing, embroidering & monogramming services
National Seating and Mobility 729 East Pass Road	1995	3	Under \$500K	Private	3842	Wheelchair assembly
O K Signs 1020 East Pass Road	1980	1	Under \$500K	Private	3993	Hand painted, wooden, metal & plastic signs; truck lettering
PMSC-Irby Steel 14472 Creosote Road	1967	77	\$10-24.9MM	Private	3441	Metal plate, carbon fabricating; pressure vessels & large diameter pipe
Pav & Broome Watchmakers 2413 14th Street	n/a	7	\$500-999K	Private	3911	Precious jewelry and watch repair
Penny Pincher Want Ads 15029 Dedeaux Rd	1987	9	\$1MM-4.9MM	Private	2741	Newspaper advertising publishing
Phillips Building Supply 9185 Highway 49	1962	50	\$5M-9.9MM	Private	3442	Wood and aluminum doors
Plastics Plus 11324 Dye Road	1993	3	Under \$500K	Private	3993	Plastic racks & point of purchase displays
Quality Bakery 1623 25th Avenue	1949	3	Under \$500K	Private	2051	Bread, bakery products and cookies
Reddy Ice 742 Teagarden Road	1989	4	Under \$500K	Private	2097	Ice
Robinson's Manufacturing 1124 35th Street	n/a	1	Under \$500K	Private	3911	Precious metal jewelry

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Scatback INC 2515 18th Avenue	1996	7	\$1MM-4.9MM	Private	2679	Paper, film and foil covering
Screen Printers Gulfport 1516 28th Street	1975	3	Under \$500K	Private	2396	Textile printing
Seaside Screen Printing 507 Broad Avenue	1995	2	Under \$500K	Private	2396	Textile printing
Seemann Composites INC 14090 Seaway Road	1987	23	\$1MM-4.9MM	Private	3089	Prototypes and fiberglass composite parts
Signal Graphics Printing 500 Courthouse Road	1993	4	Under \$500K	Private	2752	Offset printing, desktop publishing & computerized typesetting
Sonny's Pallets 4501 Arkansas Avenue	n/a	10	\$500-999K	Private	2448	Manufactures wooden pallets
Southeastern Concrete CO, INC 16103 Highway 49	1962	4	\$500-999K	Private	3273	Ready-mix concrete
Southern Scrap Recycling 10032 Southpark Drive	1987	30	\$1MM-4.9MM	Private	7389	Scrap metal recycling
Specialty Hose & Fabrication 13309 Three Rivers Road	1992	6	\$500-999K	Private	3599	Industrial metal, rubber & hydraulic hose fabricating
Specialty Machine Works INC 11573 Three Rivers Road	1978	19	\$1MM-4.9MM	Private	3599	Industrial metal, rubber & hydraulic hose fabricating
Sportsman's Corner INC 1611 24th Avenue	1974	17	\$1MM-4.9MM	Private	2396	Fabric screen printing, hats, bags, towels, uniforms & T-shirts
Stans Powertrain & Machine Serv. 1401 28th Avenue	n/a	1	Under \$500K	Private		

JOSEPH A. LUSTECK & ASSOCIATES, INC.
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CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Starr Timber 12255 Charwood Avenue	1979	228	\$1MM-4.9MM	Private	2411	Logging
Straightway Printing 11370 Highway 49 #F	1990	5	\$500-999K	Private	2752	Offset printing, desktop publishing & computerized typesetting
Struthers Industries INC 1500 34th Avenue	1965	250	\$25MM-49.9MM	Private	3443	Heat exchangers, pressure vessels & feedwater heaters
Sunbelt Chemicals INC 14401 Seaway Road	1983	3	\$1MM-4.9MM	Private	2821	Hydrocarbon resins
Sunstar Super Systems INC 293 32nd 1/2 Street	1983	6	\$1MM-4.9MM	Private	2842	Manufacture floor waxes and strippers
Tabler Metals Gulfport 1900 34th Street	1995	160	\$10-24.9MM	Private	3444	Aluminum extrusions & fabricating
Tire Distribution Systems 17170 Canal 10 Service Road	1952	30	m/a	Private	7534	Tire retreading and distribution
Toby's Neon & Plastic Signs 620 Magnolia Street	1958	9	\$500-999K	Private	3993	neon, plastic, architectural, metal, vinyl lettered and wooden signs
Top Shop Pennell INC 1504 28th Street	1983	15	\$1MM-4.9MM	Private	2431	Milwork, casework, molding & trim
Treated Material CO, INC 13334 Seaway Road	1954	22	\$1MM-4.9MM	Private	2411	Utility poles and timbers
Turnbull Metal Products INC 10213 Lorraine Road	1990	55	\$5M-9.9MM	Private	3444	Light metal marine fabricating, military furnishings; interior ship fittings

**CITY OF GULFPORT
MANUFACTURER DIRECTORY
2001**

<u>COMPANY NAME</u>	<u>DATE ESTABLISHED</u>	<u>NUMBER OF EMPLOYEES</u>	<u>ESTIMATED ANNUAL SALES</u>	<u>PRIVATE OR PUBLICLY OWNED</u>	<u>SIC CODE</u>	<u>SIC DESCRIPTION</u>
Vanderley Engines INC 23525 Ashleigh Drive	1960	6	\$500-999K	Private	3599	Machine shop, automotive racing engines & performance testing service
Ventilated Awnings INC 1908 East Railroad Street	1942	9	\$1MM-4.9MM	Private	3444	Light metal marine fabricating; military furnishings; interior ship fittings
Bill Weaver Printer 2525 21st Avenue	1943	4	Under \$500K	Private	2752	Offset & letterpress printing, computer typesetting, glue & stitch binding
Wise Recycling LLC 3731 25th Avenue	1928	1	n/a	Private	7389	Aluminum Recycling
Wood Techniques INC 2900 20th Avenue	1989	5	Under \$500K	Private	2434	Custom cabinets

Source: Mississippi Manufacturers Directory, 2001

**GULF JRT COMPREHENSIVE PLAN
SECTIONAL ROAD CLASSIFICATION**

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
INTERSTATE 10	WEST ANNEX. AREA	CANAL ROAD	INTERSTATE HIGHWAY	COUNTY
INTERSTATE 10	CANAL ROAD	U.S. HIGHWAY 49	INTERSTATE HIGHWAY	CITY
INTERSTATE 10	U.S. HIGHWAY 49	PROPOSED ROAD	INTERSTATE HIGHWAY	CITY
INTERSTATE 10	PROPOSED ROAD	LORRAINE ROAD	INTERSTATE HIGHWAY	CITY
INTERSTATE 10	LORRAINE ROAD	BILOXI RIVER	INTERSTATE HIGHWAY	CITY
U.S. HIGHWAY 49	U.S. HIGHWAY 90	WEST RAILROAD STREET	US HIGHWAY	CITY
U.S. HIGHWAY 49	WEST RAILROAD STREET	28TH STREET	US HIGHWAY	CITY
U.S. HIGHWAY 49	28TH STREET	34TH STREET	US HIGHWAY	CITY
U.S. HIGHWAY 49	34TH STREET	PROPOSED ROAD	US HIGHWAY	CITY
U.S. HIGHWAY 49	PROPOSED ROAD	AIRPORT ROAD	US HIGHWAY	CITY
U.S. HIGHWAY 49	AIRPORT ROAD	WASHINGTON AVENUE (P)	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	WASHINGTON AVENUE (P)	NORTH I 10 EXCHANGE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	NORTH I 10 EXCHANGE	LONDON ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	LONDON ROAD	DEDEAUX ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	DEDEAUX ROAD	O'NEAL ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	O'NEAL ROAD	DUCKWORTH ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	DUCKWORTH ROAD	SOUTH SWAN ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	NORTH SWAN ROAD	NORTH SWAN ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	NORTH SWAN ROAD	BILOXI RIVER	U.S. HIGHWAY	CITY
U.S. HIGHWAY 49	BROAD AVENUE	WEST ANNEX. BORDER	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	WEST ANNEX. BORDER	33RD AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	33RD AVENUE	30TH AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	30TH AVENUE	U.S. HIGHWAY 49	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	U.S. HIGHWAY 49	22ND AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	22ND AVENUE	PRATT AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	PRATT AVENUE	HEWES AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	HEWES AVENUE	COURTHOUSE ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	COURTHOUSE ROAD	TEAGARDEN ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	TEAGARDEN ROAD	COWAN / LORRAINE ROAD	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	COWAN / LORRAINE ROAD	ANNISTON AVENUE	U.S. HIGHWAY	CITY
U.S. HIGHWAY 90	ANNISTON AVENUE	DEBUYS ROAD	U.S. HIGHWAY	CITY
STATE HIGHWAY 53	COUNTY FARM ROAD	PROPOSED ROAD	STATE HIGHWAY	COUNTY
STATE HIGHWAY 53	PROPOSED ROAD	CANAL ROAD (P)	STATE HIGHWAY	COUNTY

(P) - PROPOSED ROAD

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
STATE HIGHWAY 53	CANAL ROAD (P)	PROPOSED ROAD	STATE HIGHWAY	COUNTY
STATE HIGHWAY 53	PROPOSED ROAD	OLD HIGHWAY 49	STATE HIGHWAY	COUNTY
STATE HIGHWAY 53	OLD HIGHWAY 49	U.S. HIGHWAY 49	STATE HIGHWAY	COUNTY
AIRPORT ROAD (P)	CANAL ROAD	30TH AVENUE (P)	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	30TH AVENUE (P)	OLD HIGHWAY 49	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	OLD HIGHWAY 49	U.S. HIGHWAY 49	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD	U.S. HIGHWAY 49	THREE RIVERS ROAD (P)	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	THREE RIVERS ROAD (P)	RIPPY ROAD	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	RIPPY ROAD	SEAWAY ROAD	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	SEAWAY ROAD	INTERSTATE 10	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	INTERSTATE 10	DEDEAUX ROAD	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	DEDEAUX ROAD	O'NEAL ROAD	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	O'NEAL ROAD	THREE RIVERS ROAD	MAJOR THOROUGHFARE	CITY
AIRPORT ROAD (P)	THREE RIVERS ROAD	NORTH SWAN ROAD	MAJOR THOROUGHFARE	COUNTY
BROAD AVENUE	U.S. HIGHWAY 90	WEST RAILROAD STREET	MAJOR THOROUGHFARE	CITY
BROAD AVENUE	WEST RAILROAD STREET	OLD PASS ROAD	MAJOR THOROUGHFARE	CITY
CANAL ROAD	28TH STREET	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	CITY
CANAL ROAD	AIRPORT ROAD (P)	INTERSTATE 10	MAJOR THOROUGHFARE	CITY
CANAL ROAD	INTERSTATE 10	LONDON ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD	LONDON ROAD	ORANGE GROVE ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD	ORANGE GROVE ROAD	ROBINSON ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD	ROBINSON ROAD	JOHN CLARK ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD (P)	JOHN CLARK ROAD	DUCKWORTH ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD (P)	DUCKWORTH ROAD	SOUTH SWAN ROAD	MAJOR THOROUGHFARE	COUNTY
CANAL ROAD (P)	SOUTH SWAN ROAD	STATE HIGHWAY 53	MAJOR THOROUGHFARE	COUNTY
COWAN / LORRAINE ROAD	U.S. HIGHWAY 90	EAST RAILROAD STREET	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD	EAST RAILROAD STREET	PASS ROAD	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD	PASS ROAD	SEAWAY ROAD	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD	SEAWAY ROAD	INTERSTATE 10	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD	INTERSTATE 10	DEDEAUX ROAD	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD	DEDEAUX ROAD	JOHN ROSS ROAD	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD EXT.	JOHN ROSS ROAD	O'NEAL ROAD	MAJOR THOROUGHFARE	CITY
COWAN / LORRAINE ROAD EXT.	O'NEAL ROAD	ROLLING ACRES BLVD.	MAJOR THOROUGHFARE	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
COWAN / LORRAINE ROAD EXT.	ROLLING ACRES BLVD.	BILOXI RIVER	MAJOR THOROUGHFARE	CITY
COUNTY FARM ROAD	SOUTH ANNEX. BORDER	LANDON ROAD	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	LANDON ROAD	ORANGE GROVE ROAD	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	ORANGE GROVE ROAD	ROBINSON ROAD	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	ROBINSON ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	PROPOSED ROAD	JOHN CLARK ROAD	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	JOHN CLARK ROAD	STATE HIGHWAY 53	MAJOR THOROUGHFARE	COUNTY
COUNTY FARM ROAD	U.S. HIGHWAY 90	EAST RAILROAD STREET	MAJOR THOROUGHFARE	COUNTY
DEBUYS ROAD	EAST RAILROAD STREET	PASS ROAD	MAJOR THOROUGHFARE	COUNTY
DEBUYS ROAD	PASS ROAD	SWITZER	MAJOR THOROUGHFARE	COUNTY
DEDEAUX ROAD	OLD HIGHWAY 49	U.S. HIGHWAY 49	MAJOR THOROUGHFARE	CITY
DEDEAUX ROAD	U.S. HIGHWAY 49	THREE RIVERS ROAD	MAJOR THOROUGHFARE	CITY
DEDEAUX ROAD	THREE RIVERS ROAD	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	CITY
DEDEAUX ROAD	AIRPORT ROAD (P)	COWAN / LORRAINE ROAD	MAJOR THOROUGHFARE	CITY
JOHN CLARK ROAD	COUNTY FARM ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
JOHN CLARK ROAD	PROPOSED ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
JOHN CLARK ROAD	PROPOSED ROAD	CANAL ROAD	MAJOR THOROUGHFARE	COUNTY
JOHN CLARK ROAD	CANAL ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	CITY
JOHN CLARK ROAD	PROPOSED ROAD	OLD HIGHWAY 49	MAJOR THOROUGHFARE	CITY
JOHN CLARK ROAD	OLD HIGHWAY 49	U.S. HIGHWAY 49	MAJOR THOROUGHFARE	CITY
LANDON ROAD	COUNTY FARM ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
LANDON ROAD	PROPOSED ROAD	CANAL ROAD	MAJOR THOROUGHFARE	COUNTY
LANDON ROAD	CANAL ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	CITY
LANDON ROAD	PROPOSED ROAD	U.S. HIGHWAY 49	MAJOR THOROUGHFARE	CITY
NORTH SWAN ROAD	THREE RIVERS ROAD	THREE RIVERS ROAD	MAJOR THOROUGHFARE	COUNTY
NORTH SWAN ROAD	AIRPORT ROAD (P)	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	COUNTY
NORTH SWAN ROAD	NORTH SWAN ROAD	BILOXI RIVER	MAJOR THOROUGHFARE	COUNTY
NORTH SWAN ROAD	SOUTH SWAN ROAD	SOUTH SWAN ROAD	MAJOR THOROUGHFARE	COUNTY
NORTH SWAN ROAD	U.S. HIGHWAY 49	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
O'NEAL ROAD	THREE RIVERS ROAD	THREE RIVERS ROAD	MAJOR THOROUGHFARE	CITY
O'NEAL ROAD	AIRPORT ROAD (P)	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	CITY
O'NEAL ROAD	JOHN ROSS ROAD	JOHN ROSS ROAD	MAJOR THOROUGHFARE	CITY
O'NEAL ROAD	JOHN ROSS ROAD	COWAN / LORRAINE ROAD	MAJOR THOROUGHFARE	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
O'NEAL ROAD	COWAN / LORRAINE ROAD	BILOXI RIVER	COLLECTOR	CITY
ORANGE GROVE ROAD	COUNTY FARM ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
ORANGE GROVE ROAD	PROPOSED ROAD	CANAL ROAD	MAJOR THOROUGHFARE	COUNTY
ORANGE GROVE ROAD	CANAL ROAD	PROPOSED ROAD	MAJOR THOROUGHFARE	COUNTY
ORANGE GROVE ROAD	PROPOSED ROAD	OLD HIGHWAY 49	COLLECTOR	CITY
ORANGE GROVE ROAD	OLD HIGHWAY 49	U.S. HIGHWAY 49	COLLECTOR	CITY
PASS ROAD	THREE RIVERS ROAD (P)	28TH STREET	MINOR THOROUGHFARE	CITY
PASS ROAD	28TH STREET	HEWES AVENUE	MAJOR THOROUGHFARE	CITY
PASS ROAD	HEWES AVENUE	COURTHOUSE ROAD	MAJOR THOROUGHFARE	CITY
PASS ROAD	COURTHOUSE ROAD	TEAGARDEN ROAD	MAJOR THOROUGHFARE	CITY
PASS ROAD	TEAGARDEN ROAD	COWAN / LORRAINE ROAD	MAJOR THOROUGHFARE	CITY
PASS ROAD	COWAN / LORRAINE ROAD	ANNISTON AVENUE	MAJOR THOROUGHFARE	CITY
PASS ROAD	ANNISTON AVENUE	DEBUYS ROAD	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD	SOUTH SWAN ROAD	NORTH SWAN ROAD	MAJOR THOROUGHFARE	COUNTY
THREE RIVERS ROAD	NORTH SWAN ROAD	DUCKWORTH ROAD	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD	DUCKWORTH ROAD	O'NEAL ROAD	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD	O'NEAL ROAD	DEDEAUX ROAD	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD	DEDEAUX ROAD	INTERSTATE 10	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD	INTERSTATE 10	WASHINGTON AVENUE (P)	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD (P)	WASHINGTON AVENUE (P)	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD (P)	AIRPORT ROAD (P)	34TH STREET	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD (P)	34TH STREET	28TH STREET	MAJOR THOROUGHFARE	CITY
THREE RIVERS ROAD (P)	28TH STREET	22ND STREET	MAJOR THOROUGHFARE	CITY
15TH STREET	BROAD AVENUE	42ND AVENUE	MAJOR THOROUGHFARE	CITY
15TH STREET	42ND AVENUE	33RD AVENUE	MAJOR THOROUGHFARE	CITY
15TH STREET	33RD AVENUE	30TH AVENUE	MAJOR THOROUGHFARE	CITY
15TH STREET	24TH AVENUE	U.S. HIGHWAY 90	MAJOR THOROUGHFARE	CITY
28TH STREET	CANAL ROAD	WISTERIA STREET	COLLECTOR	CITY
28TH STREET	WISTERIA STREET	30TH AVENUE (P)	MAJOR THOROUGHFARE	CITY
28TH STREET	30TH AVENUE (P)	U.S. HIGHWAY 49	MAJOR THOROUGHFARE	CITY
28TH STREET	U.S. HIGHWAY 49	22ND AVENUE	MAJOR THOROUGHFARE	CITY
28TH STREET	22ND AVENUE	THREE RIVERS ROAD (P)	MAJOR THOROUGHFARE	CITY
28TH STREET	THREE RIVERS ROAD (P)	PASS ROAD	MAJOR THOROUGHFARE	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
30TH AVENUE	U.S. HIGHWAY 90	15TH STREET	MAJOR THOROUGHFARE	CITY
30TH AVENUE	15TH STREET	25TH STREET	MAJOR THOROUGHFARE	CITY
30TH AVENUE	25TH STREET	28TH STREET	MAJOR THOROUGHFARE	CITY
30TH AVENUE (P)	28TH STREET	WISTERIA STREET	MAJOR THOROUGHFARE	CITY
30TH AVENUE (P)	WISTERIA STREET	AIRPORT ROAD (P)	MAJOR THOROUGHFARE	CITY
30TH AVENUE (P)	AIRPORT ROAD (P)	INTERSTATE 10	MAJOR THOROUGHFARE	CITY
33RD AVENUE	U.S. HIGHWAY 90	15TH STREET	MAJOR THOROUGHFARE	CITY
33RD AVENUE	15TH STREET	25TH STREET	MAJOR THOROUGHFARE	CITY
33RD AVENUE	25TH STREET	28TH STREET	MAJOR THOROUGHFARE	CITY
ARKANSAS AVENUE	U.S. HIGHWAY 49	JEFFERSON STREET	MAJOR THOROUGHFARE	CITY
ARKANSAS AVENUE	JEFFERSON STREET	MARTIN LUTHER KING BLVD.	MINOR THOROUGHFARE	CITY
ARKANSAS AVENUE	MARTIN LUTHER KING BLVD.	POLK STREET	MINOR THOROUGHFARE	CITY
COURTHOUSE ROAD	U.S. HIGHWAY 90	EAST RAILROAD STREET	MINOR THOROUGHFARE	CITY
COURTHOUSE ROAD	EAST RAILROAD STREET	PERRY STREET	MINOR THOROUGHFARE	CITY
COURTHOUSE ROAD	PERRY STREET	PASS ROAD	MINOR THOROUGHFARE	CITY
DUCKWORTH ROAD (P)	CANAL ROAD	PROPOSED ROAD	MINOR THOROUGHFARE	CITY
DUCKWORTH ROAD (P)	PROPOSED ROAD	OLD HIGHWAY 49	MINOR THOROUGHFARE	CITY
DUCKWORTH ROAD	OLD HIGHWAY 49	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
DUCKWORTH ROAD	U.S. HIGHWAY 49	THREE RIVERS ROAD	MINOR THOROUGHFARE	CITY
HEWES AVENUE	U.S. HIGHWAY 90	EAST RAILROAD STREET	MINOR THOROUGHFARE	CITY
HEWES AVENUE	EAST RAILROAD STREET	PASS ROAD	MINOR THOROUGHFARE	CITY
HEWES AVENUE	PASS ROAD	34TH STREET	MINOR THOROUGHFARE	CITY
HEWES AVENUE	34TH STREET	WASHINGTON AVENUE	MINOR THOROUGHFARE	CITY
JOHN ROSS ROAD	THREE RIVERS ROAD	O'NEAL ROAD	MINOR THOROUGHFARE	CITY
JOHN ROSS ROAD	O'NEAL ROAD	COWAN / LORRAINE ROAD	COLLECTOR	CITY
LEWIS AVENUE	U.S. HIGHWAY 90	WEST RAILROAD STREET	MINOR THOROUGHFARE	CITY
LEWIS AVENUE	WEST RAILROAD STREET	OLD PASS ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	STATE HIGHWAY 53	SOUTH SWAN ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	SOUTH SWAN ROAD	DUCKWORTH ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	DUCKWORTH ROAD	JOHN CLARK ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	JOHN CLARK ROAD	ROBINSON ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	ROBINSON ROAD	ORANGE GROVE ROAD	MINOR THOROUGHFARE	CITY
OLD HIGHWAY 49	ORANGE GROVE ROAD	DEDEAUX ROAD	MINOR THOROUGHFARE	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
OLD HIGHWAY 49	DEDEAUX ROAD	LONDON ROAD	MINOR THOROUGHFARE	CITY
PRATT AVENUE	28TH STREET	PASS ROAD	MINOR THOROUGHFARE	CITY
PRATT AVENUE	PASS ROAD	22ND AVENUE	MINOR THOROUGHFARE	CITY
PRATT AVENUE	22ND AVENUE	EAST RAILROAD STREET	MINOR THOROUGHFARE	CITY
PRATT AVENUE	EAST RAILROAD STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
WEST RAILROAD STREET	WEST ANNEX. BORDER	BROAD AVENUE	MINOR THOROUGHFARE	CITY
WEST RAILROAD STREET	BROAD AVENUE	42ND AVENUE	MINOR THOROUGHFARE	CITY
WEST RAILROAD STREET	42ND AVENUE	33RD AVENUE	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	20TH AVENUE	PRATT AVENUE	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	PRATT AVENUE	HEWES AVENUE	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	HEWES AVENUE	COURTHOUSE ROAD	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	COURTHOUSE ROAD	TEAGARDEN ROAD	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	TEAGARDEN ROAD	COWAN / LORRAINE ROAD	MINOR THOROUGHFARE	CITY
EAST RAILROAD STREET	COUNTY FARM ROAD	CANAL ROAD	MINOR THOROUGHFARE	CITY
ROBINSON ROAD	CANAL ROAD	PROPOSED ROAD	MINOR THOROUGHFARE	COUNTY
ROBINSON ROAD	PROPOSED ROAD	OLD HIGHWAY 49	MINOR THOROUGHFARE	COUNTY
ROBINSON ROAD	COWAN / LORRAINE ROAD	ANNISTON AVENUE	MINOR THOROUGHFARE	CITY
SAINT JAMES ROAD	ANNISTON AVENUE	DEBUYS ROAD	MINOR THOROUGHFARE	CITY
SAINT JAMES ROAD	INTERSTATE 10	AIRPORT ROAD (P)	MINOR THOROUGHFARE	CITY
SEAWAY ROAD	AIRPORT ROAD (P)	COWAN / LORRAINE ROAD	MINOR THOROUGHFARE	CITY
SEAWAY ROAD	JOHN CLARK ROAD	CANAL ROAD	MINOR THOROUGHFARE	CITY
SOUTH SWAN ROAD	CANAL ROAD	PROPOSED ROAD	MINOR THOROUGHFARE	COUNTY
SOUTH SWAN ROAD	PROPOSED ROAD	OLD HIGHWAY 49	MINOR THOROUGHFARE	COUNTY
SOUTH SWAN ROAD	OLD HIGHWAY 49	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
SOUTH SWAN ROAD	U.S. HIGHWAY 49	THREE RIVERS ROAD	MINOR THOROUGHFARE	CITY
TEAGARDEN ROAD	COMMERCE ROAD	PASS ROAD	MINOR THOROUGHFARE	CITY
TEAGARDEN ROAD	PASS ROAD	EAST RAILROAD STREET	MINOR THOROUGHFARE	CITY
TEAGARDEN ROAD	EAST RAILROAD STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
WASHINGTON AVENUE (P)	30TH AVENUE (P)	ARKANSAS STREET	MINOR THOROUGHFARE	CITY
WASHINGTON AVENUE (P)	ARKANSAS STREET	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
WASHINGTON AVENUE (P)	U.S. HIGHWAY 49	THREE RIVERS ROAD (P)	MINOR THOROUGHFARE	CITY
WASHINGTON AVENUE	THREE RIVERS ROAD (P)	AIRPORT ROAD	MINOR THOROUGHFARE	CITY
WASHINGTON AVENUE	AIRPORT ROAD	HEWES AVENUE	MINOR THOROUGHFARE	CITY

(P) - PROPOSED ROAD

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFBORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
WASHINGTON AVENUE	HEWES AVENUE	PASS ROAD	COLLECTOR	CITY
17TH STREET	33RD AVENUE	30TH AVENUE	MINOR THOROUGHFARE	CITY
17TH STREET	30TH AVENUE	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
17TH STREET	U.S. HIGHWAY 49	22ND AVENUE	MINOR THOROUGHFARE	CITY
17TH STREET	22ND AVENUE	20TH AVENUE	MINOR THOROUGHFARE	CITY
19TH STREET	33RD AVENUE	30TH AVENUE	MINOR THOROUGHFARE	CITY
19TH STREET	30TH AVENUE	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
19TH STREET	U.S. HIGHWAY 49	22ND AVENUE	MINOR THOROUGHFARE	CITY
19TH STREET	22ND AVENUE	20TH AVENUE	MINOR THOROUGHFARE	CITY
22ND STREET	33RD AVENUE	30TH AVENUE	MINOR THOROUGHFARE	CITY
22ND STREET	30TH AVENUE	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
22ND STREET	U.S. HIGHWAY 49	22ND AVENUE	MINOR THOROUGHFARE	CITY
22ND STREET	22ND AVENUE	20TH AVENUE	MINOR THOROUGHFARE	CITY
22ND STREET	20TH AVENUE	PRATT AVENUE	MINOR THOROUGHFARE	CITY
22ND STREET	PRATT AVENUE	EAST RAILROAD STREET	MINOR THOROUGHFARE	CITY
25TH STREET	33RD AVENUE	30TH AVENUE	MINOR THOROUGHFARE	CITY
25TH STREET	30TH AVENUE	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
25TH STREET	U.S. HIGHWAY 49	22ND AVENUE	MINOR THOROUGHFARE	CITY
25TH STREET	22ND AVENUE	20TH AVENUE	MINOR THOROUGHFARE	CITY
25TH STREET	20TH AVENUE	THREE RIVERS ROAD (P)	MINOR THOROUGHFARE	CITY
34TH STREET (P)	PROPOSED ROAD	U.S. HIGHWAY 49	MINOR THOROUGHFARE	CITY
34TH STREET	U.S. HIGHWAY 49	THREE RIVERS ROAD (P)	MINOR THOROUGHFARE	CITY
34TH STREET	THREE RIVERS ROAD (P)	HEWES AVENUE	MINOR THOROUGHFARE	CITY
20TH AVENUE	28TH STREET	25TH STREET	MINOR THOROUGHFARE	CITY
20TH AVENUE	25TH STREET	22ND STREET	MINOR THOROUGHFARE	CITY
20TH AVENUE	22ND STREET	19TH STREET	MINOR THOROUGHFARE	CITY
20TH AVENUE	19TH STREET	17TH STREET	MINOR THOROUGHFARE	CITY
20TH AVENUE	17TH STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
22ND AVENUE	34TH STREET	28TH STREET	MINOR THOROUGHFARE	CITY
22ND AVENUE	28TH STREET	25TH STREET	MINOR THOROUGHFARE	CITY
22ND AVENUE	25TH STREET	22ND STREET	MINOR THOROUGHFARE	CITY
22ND AVENUE	22ND STREET	19TH STREET	MINOR THOROUGHFARE	CITY
22ND AVENUE	19TH STREET	17TH STREET	MINOR THOROUGHFARE	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
22ND AVENUE	17TH STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
21ST AVENUE	25TH STREET	22ND STREET	MINOR THOROUGHFARE	CITY
21ST AVENUE	22ND STREET	19TH STREET	MINOR THOROUGHFARE	CITY
21ST AVENUE	19TH STREET	17TH STREET	MINOR THOROUGHFARE	CITY
21ST AVENUE	17TH STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
21ST AVENUE	22ND STREET	OLD PASS ROAD	MINOR THOROUGHFARE	CITY
21ST AVENUE	OLD PASS ROAD	WEST RAILROAD STREET	MINOR THOROUGHFARE	CITY
21ST AVENUE	WEST RAILROAD STREET	U.S. HIGHWAY 90	MINOR THOROUGHFARE	CITY
COMMUNITY ROAD	INTERSTATE 10	SOUTH WILSON BLVD.	COLLECTOR	CITY
COMMUNITY ROAD	SOUTH WILSON BLVD.	PROPOSED ROAD	COLLECTOR	CITY
CRESTVIEW DRIVE	MCCLANDISS ROAD	OLD HIGHWAY 49	COLLECTOR	CITY
DEPEW DRIVE	O'NEAL ROAD	NORTH PARKWOOD DRIVE	COLLECTOR	CITY
DEPEW DRIVE	NORTH PARKWOOD DRIVE	DEDEAUX ROAD	COLLECTOR	CITY
GEORGIA AVENUE	POLK STREET	MARTIN LUTHER KING BLVD.	COLLECTOR	CITY
GEORGIA AVENUE	MARTIN LUTHER KING BLVD.	JEFFERSON STREET	COLLECTOR	CITY
GOUD ROAD	COWAN / LORRAINE ROAD	SOUTH PINE DRIVE	COLLECTOR	CITY
HILLS DRIVE	DEDEAUX ROAD	LIME STREET	COLLECTOR	CITY
HOLMAN ROAD	ROLLING ACRES BLVD.	O'NEAL ROAD	COLLECTOR	CITY
HOLMAN ROAD	O'NEAL ROAD	PROPOSED ROAD	COLLECTOR	CITY
ILLINOIS AVENUE	POLK STREET	MARTIN LUTHER KING BLVD.	COLLECTOR	CITY
ILLINOIS AVENUE	MARTIN LUTHER KING BLVD.	JEFFERSON STREET	COLLECTOR	CITY
JEFFERSON STREET	34TH AVENUE	ILLINOIS AVENUE	COLLECTOR	CITY
JEFFERSON STREET	ILLINOIS AVENUE	OHIO AVENUE	COLLECTOR	CITY
JEFFERSON STREET	OHIO AVENUE	ARKANSAS AVENUE	COLLECTOR	CITY
JEFFERSON STREET	ARKANSAS AVENUE	U.S. HIGHWAY 49	COLLECTOR	CITY
JEFFERSON STREET	U.S. HIGHWAY 49	GEORGIA AVENUE	COLLECTOR	CITY
JONES STREET	ANNISTON AVENUE	FORD STREET	COLLECTOR	CITY
KLEIN ROAD	SOUTH WILSON BLVD.	THREE RIVERS ROAD	COLLECTOR	CITY
KLEIN ROAD	THREE RIVERS ROAD	AIRPORT ROAD (P)	MINOR THOROUGHFARE	CITY
KLEIN ROAD	DEDEAUX ROAD	COMMUNITY ROAD	COLLECTOR	CITY
KLEIN ROAD	COMMUNITY ROAD	THREE RIVERS ROAD	COLLECTOR	CITY
LATIMER ROAD	PROPOSED ROAD	DEDEAUX ROAD	COLLECTOR	CITY
LIME STREET	TANDY DRIVE	HILLS DRIVE	COLLECTOR	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULF. JRT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
MAYS ROAD	SIMPSON ROAD	THREE RIVERS ROAD	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. WISTERIA STREET		34TH AVENUE	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. 34TH AVENUE		ILLINOIS AVENUE	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. ILLINOIS AVENUE		OHIO AVENUE	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. OHIO AVENUE		ARKANSAS AVENUE	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. ARKANSAS AVENUE		U.S. HIGHWAY 49	COLLECTOR	CITY
MARTIN LUTHER KING JR. BLVD. U.S. HIGHWAY 49		GEORGIA AVENUE	COLLECTOR	CITY
McCLANDISS DRIVE	ROBINSON ROAD	CRESTVIEW DRIVE	COLLECTOR	CITY
MILL AVENUE	ALLEN ROAD	OLD PASS ROAD	COLLECTOR	CITY
MILL AVENUE	OLD PASS ROAD	WEST RAILROAD STREET	COLLECTOR	CITY
NORTH PARKWOOD DRIVE	DEPEW ROAD	SIMPSON ROAD	COLLECTOR	CITY
OAKLEIGH ROAD	COWAN / LORRAINE ROAD	N/A	COLLECTOR	CITY
OHIO AVENUE	N/A	POLK STREET	COLLECTOR	CITY
OHIO AVENUE	POLK STREET	MARTIN LUTHER KING BLVD.	COLLECTOR	CITY
OHIO AVENUE	MARTIN LUTHER KING BLVD.	JEFFERSON STREET	COLLECTOR	CITY
PALMER DRIVE	PROPOSED ROAD	DEBUYS ROAD	COLLECTOR	CITY
PERRY STREET	COURTHOUSE ROAD	TEAGARDEN ROAD	COLLECTOR	CITY
POLK STREET	N/A	OHIO AVENUE	COLLECTOR	CITY
POLK STREET	OHIO AVENUE	ARKANSAS AVENUE	COLLECTOR	CITY
POLK STREET	ARKANSAS AVENUE	U.S. HIGHWAY 49	COLLECTOR	CITY
POLK STREET	U.S. HIGHWAY 49	GEORGIA AVENUE	COLLECTOR	CITY
POPLAR AVENUE	RILEY AVENUE	COWAN / LORRAINE ROAD	COLLECTOR	CITY
QUAIL RIDGE ROAD	JOHN CLARK ROAD	ROBINSON ROAD	COLLECTOR	CITY
RILEY AVENUE	TEAGARDEN ROAD	POPLAR AVENUE	COLLECTOR	CITY
RIVER ROAD	THREE RIVERS ROAD	COWAN / LORRAINE ROAD	COLLECTOR	CITY
RIVER ROAD	COWAN / LORRAINE ROAD	O'NEAL ROAD	COLLECTOR	CITY
RIVERROAD DRIVE	BILOXI RIVER	COWAN / LORRAINE ROAD	COLLECTOR	CITY
ROLLING ACRES BLVD.	THREE RIVERS ROAD	AIRPORT ROAD (P)	COLLECTOR	CITY
ROLLING ACRES BLVD.	AIRPORT ROAD (P)	JOHN ROSS ROAD	COLLECTOR	CITY
ROLLING ACRES BLVD.	JOHN ROSS ROAD	COWAN / LORRAINE ROAD	COLLECTOR	CITY
SHARP BLVD.	DEDEAUX ROAD	TANDY DRIVE	COLLECTOR	CITY
SIMPSON ROAD	O'NEAL ROAD	MAYS ROAD	COLLECTOR	CITY
SIMPSON ROAD	MAYS ROAD	KLEIN ROAD	COLLECTOR	CITY

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

(P) - PROPOSED ROAD

GULFPORT COMPREHENSIVE PLAN SECTIONAL ROAD CLASSIFICATION

8/31/00

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>	<u>FUNCTIONAL CLASSIFICATION</u>	<u>PRESENT JURISDICTION</u>
SOUTH WILSON BLVD.	KLEIN ROAD	DEDEAUX ROAD	COLLECTOR	CITY
SOUTH WILSON BLVD.	DEDEAUX ROAD	COMMUNITY ROAD	COLLECTOR	CITY
SWITZER ROAD	COWAN / LORRAINE ROAD	DEBUYS ROAD	COLLECTOR	CITY
TANDY DRIVE	SHARP BLVD.	LIME STREET	COLLECTOR	CITY
WISTERIA STREET	MARTIN LUTHER KING BLVD.	30TH AVENUE (P)	COLLECTOR	CITY
WISTERIA STREET	30TH AVENUE (P)	28TH STREET	COLLECTOR	CITY
47TH STREET	HEWES AVENUE	WASHINGTON AVENUE	COLLECTOR	CITY
52ND STREET	WASHINGTON AVENUE	N/A	COLLECTOR	CITY
54TH STREET	WASHINGTON AVENUE	N/A	COLLECTOR	CITY
38TH AVENUE	15TH STREET	WEST RAILROAD STREET	COLLECTOR	CITY

GULFPORT ROADS AVERAGE DAILY TRAFFIC

	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC	9/5/00
INTERSTATE ROADS													
INTERSTATE 10													
	1	20,930	1	23,300	1	27,000	1	34,000	1	38,000	1	41,000	
	2	31,150	2	35,180	2	35,000	2	42,000	2	46,000	2	50,000	
	3	31,150	3	35,180	3	35,000	3	42,000	3	46,000	3	50,000	
	4	21,550	4	N/A	4	34,000	4	38,000	4	41,000	4	38,000	
U.S. HIGHWAY													
U.S. HIGHWAY 49													
	1	19,980	1	21,270	1	21,000	1	23,000	1	24,000	1	31,000	
	2	N/A	2	N/A	2	N/A	2	37,000	2	48,000	2	45,000	
	3	31,600	3	N/A	3	31,000	3	33,000	3	39,000	3	44,000	
	4	31,600	4	31,820	4	36,000	4	40,000	4	51,000	4	50,000	
	5	29,360	5	29,570	5	38,000	5	40,000	5	51,000	5	57,000	
	6	26,560	6	26,740	6	34,000	6	36,000	6	41,000	6	48,000	
	7	N/A	7	N/A	7	31,000	7	33,000	7	39,000	7	40,000	
	8	26,110	8	N/A	8	31,000	8	33,000	8	39,000	8	41,000	
	9	28,930	9	27,740	9	28,000	9	30,000	9	36,000	9	39,000	
U.S. HIGHWAY 90													
	1	21,750	1	N/A	1	32,000	1	34,000	1	36,000	1	31,000	
	2	26,420	2	24,230	2	26,000	2	32,000	2	36,000	2	41,000	
	3	25,220	3	N/A	3	N/A	3	31,000	3	35,000	3	36,000	
	4	N/A	4	N/A	4	N/A	4	35,000	4	34,000	4	35,000	
	5	25,220	5	N/A	5	N/A	5	35,000	5	34,000	5	35,000	
	6	25,220	6	25,400	6	25,000	6	33,000	6	32,000	6	37,000	
	7	26,660	7	26,060	7	32,000	7	37,000	7	36,000	7	36,000	
	8	20,650	8	27,090	8	37,000	8	39,000	8	33,000	8	35,000	
STATE HIGHWAY													
HIGHWAY 53													
	1	2,730	1	3,010	1	3,100	1	3,900	1	4,600	1	4,900	
MAJOR THOROUGHFARE													
CANAL ROAD													
	1	N/A	1	N/A	1	5,400	1	6,300	1	7,000	1	7,500	

GULFPORT ROADS AVERAGE DAILY TRAFFIC

9/5/00

	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC	
COURTHOUSE RD.	1	4,730	1	5,450	1	5,600	1	6,000	1	6,000	1	5,500	6,100
	2	7,640	2	8,990	2	7,700	2	8,100	2	8,100	2	8,500	8,300
	3	15,360	3	10,240	3	11,000	3	13,000	3	13,000	3	11,000	12,000
COWAN/ LORRAINE ROAD	1	6,600	1	6,830	1	7,400	1	8,400	1	8,400	1	8,700	9,000
	2	10,460	2	10,880	2	11,000	2	13,000	2	13,000	2	17,000	14,000
	3	13,230	3	N/A	3	17,000	3	18,000	3	18,000	3	17,000	17,000
	4	13,580	4	16,590	4	18,000	4	18,000	4	18,000	4	20,000	19,000
	5	5,120	5	6,770	5	5,600	5	6,000	5	6,000	5	9,500	8,100
COUNTY FARM RD.	1	1,310	1	1,160	1	1,200	1	1,400	1	1,400	1	1,600	1,700
	2	1,770	2	1,830	2	1,300	2	1,800	2	1,800	2	1,900	2,600
	3	2,720	3	2,220	3	2,300	3	3,400	3	3,400	3	4,300	4,600
	4	1,520	4	N/A	4	6,100	4	6,800	4	6,800	4	7,500	7,900
	5	2,290	5	2,870	5	2,100	5	2,300	5	2,300	5	2,300	2,500
	6	2,820	6	3,250	6	2,700	6	3,700	6	3,700	6	3,800	3,800
	7	1,860	7	1,890	7	1,900	7	2,100	7	2,100	7	2,700	2,800
DEDEAUX ROAD	1	7,910	1	8,460	1	8,800	1	9,300	1	9,300	1	10,000	10,000
	2	5,570	2	5,550	2	5,800	2	6,600	2	6,600	2	8,300	7,700
JOHN CLARK RD.	1	N/A	1	N/A	1	1,800	1	2,100	1	2,100	1	2,400	2,500
	2	N/A	2	N/A	2	N/A	2	3,300	2	3,300	2	2,600	2,700
O'NEAL ROAD	1	N/A	1	N/A	1	N/A	1	900	1	900	1	1,800	1,900
	2	N/A	2	N/A	2	3,400	2	4,500	2	4,500	2	4,800	5,400
ORANGE GROVE RD.	1	N/A	1	N/A	1	2,200	1	1,500	1	1,500	1	1,900	2,000
PASS ROAD	1	N/A	1	N/A	1	N/A	1	N/A	1	N/A	1	N/A	23,000
	2	19,350	2	19,490	2	21,000	2	20,000	2	20,000	2	22,000	25,000
	3	19,040	3	19,180	3	22,000	3	23,000	3	23,000	3	24,000	24,000

Source: Mississippi Department of Transportation
Gulf Coast Urbanized Area Traffic Maps
1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFPORT ROADS AVERAGE DAILY TRAFFIC													9/5/00
	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC	
THREE RIVERS RD.	1	370	1	630	1	660	1	740	1	840	1	1,200	
	2	6,470	2	10,310	2	10,000	2	12,000	2	17,000	2	14,000	
15TH STREET	1	1,010	1	770	1	760	1	2,000	1	1,700	1	1,800	
	2	6,160	2		2	4,800	2	5,300	2	5,400	2	5,600	
	3	N/A	3	N/A	3	9,200	3	9,600	3	10,000	3	9,200	
	4	5,070	4	7,860	4	8,200	4	9,300	4	8,200	4	8,100	
	5	3,180	5	3,100	5	2,900	5	3,900	5	2,500	5	2,600	
	6	5,010	6	3,700	6	3,700	6	4,200	6	4,300	6	4,400	
28TH STREET	1	7,090	1	6,630	1	6,900	1	8,200	1	8,900	1	9,300	
	2	N/A	2	N/A	2	N/A	2	N/A	2	N/A	2	10,000	
	3	7,420	3	9,230	3	8,000	3	8,400	3	8,700	3	9,600	
	4	8,530	4	8,780	4	9,400	4	10,000	4	8,800	4	9,200	
	5	14,870	5	7,660	5	8,000	5	15,000	5	8,600	5	9,000	
	6	2,780	6	3,380	6	2,600	6	2,800	6	2,700	6	2,500	
30TH AVENUE	1	6,220	1	6,970	1	3,600	1	4,700	1	5,400	1	5,700	
	2	6,390	2	5,780	2	6,000	2	6,900	2	7,900	2	8,200	
33RD AVENUE	1	5,290	1	5,740	1	6,000	1	6,700	1	7,800	1	7,400	
	2	1,510	2	2,210	2	2,200	2	3,200	2	2,500	2	2,600	
MINOR													
THOROUGHFARE													
BROAD AVENUE	1	5,630	1	3,860	1	4,700	1	4,900	1	4,100	1	5,600	
	2	6,160	2	6,380	2	7,500	2	7,100	2	10,000	2	7,500	
HEWES AVE.	1	4,570	1	4,450	1	4,600	1	4,700	1	5,500	1	5,800	
	2	5,850	2	6,420	2	5,100	2	5,500	2	6,100	2	6,300	
	3	5,950	3	5,860	3	7,000	3	7,400	3	7,300	3	6,700	
	4	3,790	4	5,640	4	5,900	4	5,900	4	7,100	4	8,500	

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Gulf Coast Urbanized Area Traffic Maps
1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFPORT ROADS AVERAGE DAILY TRAFFIC

	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC	9/5/00
JOHN Q. ADAMS ST.	1	5,190	1	5,770	1	5,700	1	6,900	1	8,000	1	8,300	
	2	2,470	2	N/A	2	2,200	2	2,100	2	2,000	2	2,100	
JOHN ROSS ROAD	1	N/A	1	N/A	1	N/A	1	N/A	1	N/A	1	3,600	
LEWIS AVENUE	1	1,470	1	1,380	1	1,500	1	1,500	1	1,200	1	1,300	
	2	N/A	2	1,380	2	680	2	940	2	1,100	2	1,100	
OLD HIGHWAY 49	1	320	1	330	1	490	1	660	1	430	1	380	
OLD PASS RD.	1	670	1	620	1	630	1	670	1	650	1	740	
	2	6,160	2	6,380	2	4,800	2	5,000	2	5,400	2	5,600	
	3	4,490	3	3,880	3	3,800	3	5,900	3	5,100	3	5,400	
	4	17,680	4	17,100	4	16,000	4	18,000	4	17,000	4	19,000	
PRATT AVENUE	1	800	1	780	1	770	1	880	1	780	1	640	
RAILROAD STREET	1	6,500	1	6,730	1	7,300	1	5,800	1	6,200	1	6,900	
	2	4,340	2	4,490	2	7,300	2	3,400	2	3,600	2	6,900	
	3	400	3	410	3	530	3	330	3	350	3	420	
	4	N/A	4	N/A	4	350	4	490	4	530	4	490	
	5	4,320	5	3,100	5	3,000	5	2,700	5	2,500	5	2,600	
	6	3,480	6	3,640	6	3,900	6	4,100	6	2,800	6	3,200	
	7	4,030	7	3,630	7	3,600	7	3,600	7	4,400	7	4,500	
	8	4,040	8	3,740	8	3,700	8	3,500	8	3,600	8	3,700	
	9	470	9	N/A	9	380	9	460	9	490	9	520	
	10	2,530	10	2,910	10	960	10	1,100	10	1,100	10	1,300	
RIPPY ROAD	1	10,890	1	N/A	1	9,700	1	4,700	1	6,800	1	7,100	
	2	8,990	2	10,250	2	11,000	2	11,000	2	14,000	2	15,000	
ROBINSON ROAD	1	N/A	1	N/A	1	2,200	1	2,500	1	3,300	1	3,400	

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Gulf Coast Urbanized Area Traffic Maps
1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFPORT ROADS AVERAGE DAILY TRAFFIC

9/5/00

	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC
SERVICE DRIVE	1	26,040	1	23,750	1	26,000	1	31,000	1	33,000	1	30,000
WASHINGTON AVE.	1	6,300	1	7,100	1	10,000	1	10,000	1	8,400	1	10,000
	2	7,730	2	8,000	2	7,700	2	8,200	2	8,700	2	9,900
	3	5,530	3	6,330	3	4,900	3	5,200	3	6,900	3	6,900
13TH STREET	1	7,210	1	N/A	1	7,200	1	6,200	1	6,100	1	6,400
	2	4,390	2	5,960	2	6,200	2	5,900	2	6,400	2	6,800
	3	N/A	3	N/A	3	3,100	3	3,300	3	2,300	3	3,300
17TH STREET	1	2,070	1	1,810	1	1,800	1	2,500	1	2,600	1	2,700
	2	9,680	2	3,480	2	8,100	2	6,700	2	7,200	2	5,700
19TH STREET	1	2,400	1	2,760	1	2,700	1	N/A	1	N/A	1	N/A
	2	4,480	2	5,160	2	3,700	2	4,300	2	4,600	2	4,500
	3	2,490	3	2,870	3	N/A	3	N/A	3	N/A	3	N/A
22ND STREET	1	2,000	1	1,830	1	1,700	1	1,900	1	2,000	1	1,900
	2	3,960	2	1,900	2	2,000	2	2,200	2	2,000	2	2,800
25TH STREET	1	6,660	1	7,750	1	7,900	1	8,300	1	7,900	1	8,300
	2	15,780	2	10,790	2	12,000	2	13,000	2	14,000	2	14,000
34TH STREET	1	6,210	1	7,140	1	6,600	1	7,400	1	7,900	1	7,900
	2	5,680	2	6,530	2	4,300	2	5,200	2	5,500	2	6,400
20TH AVENUE	1	1,390	1	N/A	1	1,200	1	1,200	1	1,000	1	1,900
	2	2,330	2	2,680	2	2,300	2	2,100	2	2,300	2	2,900
21ST AVENUE	1	3,480	1	3,110	1	3,100	1	2,800	1	2,400	1	2,500

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Gulf Coast Urbanized Area Traffic Maps
1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

GULFPORT ROADS AVERAGE DAILY TRAFFIC

	POINTS	1988 AVERAGE DAILY TRAFFIC	POINTS	1990 AVERAGE DAILY TRAFFIC	POINTS	1992 AVERAGE DAILY TRAFFIC	POINTS	1994 AVERAGE DAILY TRAFFIC	POINTS	1996 AVERAGE DAILY TRAFFIC	POINTS	1998 AVERAGE DAILY TRAFFIC	9/5/00 AVERAGE DAILY TRAFFIC
25TH AVENUE	1	20,210	1	20,350	1	26,000	1	28,000	1	30,000	1	29,000	29,000
	2	13,810	2	13,910	2	N/A	2	N/A	2	19,000	2	19,000	27,000
27TH AVENUE	1	2,660	1	2,610	1	2,600	1	3,000	1	3,500	1	3,600	
34TH AVENUE	1	5,430	1	6,250	1	6,100	1	5,600	1	6,000	1	6,900	6,900
	2	4,460	2	4,550	2	4,100	2	4,300	2	4,900	2	5,800	5,800
38TH AVENUE	1	2,700	1	3,110	1	3,000	1	3,500	1	3,400	1	3,300	3,300
42ND AVENUE	1	2,130	1	2,590	1	2,400	1	2,600	1	2,400	1	2,500	2,500
	2	880	2	980	2	1,200	2	1,200	2	1,800	2	2,500	2,500

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Gulf Coast Urbanized Area Traffic Maps
1988-1998

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REAL ESTATE / PLANNING CONSULTANTS

GULFPORT ROADS
PERCENT CHANGE IN AVERAGE DAILY TRAFFIC
1988-1998

9/5/00

POINTS	1988-1998 CHANGE		1990-1998 CHANGE		1992-1998 CHANGE		1994-1998 CHANGE		1996-1998 CHANGE	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT

INTERSTATE ROADS

INTERSTATE 10

1	20,070	95.89%	17,700	75.97%	14,000	51.85%	7,000	20.59%	3,000	7.89%
2	18,850	60.51%	14,820	42.13%	15,000	42.86%	8,000	19.05%	4,000	8.70%
3	18,850	60.51%	14,820	42.13%	15,000	42.86%	8,000	19.05%	4,000	8.70%
4	16,450	76.33%	N/A	N/A	4,000	11.76%	0	0.00%	-3,000	-7.32%

U.S. HIGHWAY

U.S. HIGHWAY 49

1	11,020	55.16%	9,730	45.75%	10,000	47.62%	8,000	34.78%	7,000	29.17%
2	N/A	N/A	N/A	N/A	N/A	N/A	8,000	21.62%	-3,000	-6.25%
3	12,400	39.24%	N/A	N/A	13,000	41.94%	11,000	33.33%	5,000	12.82%
4	18,400	58.23%	18,180	57.13%	14,000	38.89%	10,000	25.00%	-1,000	-1.96%
5	27,640	94.14%	27,430	92.76%	19,000	50.00%	17,000	42.50%	6,000	11.76%
6	21,440	80.72%	21,260	79.51%	14,000	41.18%	12,000	33.33%	7,000	17.07%
7	N/A	N/A	N/A	N/A	9,000	29.03%	7,000	21.21%	1,000	2.56%
8	14,890	57.03%	N/A	N/A	10,000	32.26%	8,000	24.24%	2,000	5.13%
9	10,070	34.81%	11,260	40.59%	11,000	39.29%	9,000	30.00%	3,000	8.33%

U.S. HIGHWAY 90

1	9,250	42.53%	N/A	N/A	-1,000	-3.13%	-3,000	-8.82%	-5,000	-13.89%
2	14,580	55.19%	16,770	69.21%	15,000	57.69%	9,000	28.13%	5,000	13.89%
3	10,780	42.74%	N/A	N/A	N/A	N/A	5,000	16.13%	1,000	2.86%
4	N/A	N/A	N/A	N/A	N/A	N/A	0	0.00%	1,000	2.94%
5	9,780	38.78%	N/A	N/A	N/A	N/A	0	0.00%	1,000	2.94%
6	11,780	46.71%	11,600	45.67%	12,000	48.00%	4,000	12.12%	5,000	15.63%
7	9,340	35.03%	9,940	38.14%	4,000	12.50%	-1,000	-2.70%	0	0.00%
8	14,350	69.49%	7,910	29.20%	-2,000	-5.41%	-4,000	-10.26%	2,000	6.06%

STATE HIGHWAY

HIGHWAY 53

1	2,170	79.49%	1,890	62.79%	1,800	58.06%	1,000	25.64%	300	6.52%
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MAJOR

THOROUGHFARE

CANAL ROAD

1	N/A	N/A	N/A	N/A	2,100	38.89%	1,200	19.05%	500	7.14%
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Source: Mississippi Department of Transportation
 Gulf Coast Urbanized Area Traffic Maps
 1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
 REAL ESTATE / PLANNING CONSULTANTS

**GULFPORT ROADS
PERCENT CHANGE IN AVERAGE DAILY TRAFFIC
1988-1998**

9/5/00

		1988-1998 CHANGE		1990-1998 CHANGE		1992-1998 CHANGE		1994-1998 CHANGE		1996-1998 CHANGE	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
COURTHOUSE RD.	1	1,370	28.96%	650	11.93%	500	8.93%	100	1.67%	600	10.91%
	2	660	8.64%	-690	-7.68%	600	7.79%	200	2.47%	-200	-2.35%
	3	-3,360	-21.88%	1,760	17.19%	1,000	9.09%	-1,000	-7.69%	1,000	9.09%
COWAN/ LORRAINE ROAD	1	2,400	36.36%	2,170	31.77%	1,600	21.62%	600	7.14%	300	3.45%
	2	3,540	33.84%	3,120	28.68%	3,000	27.27%	1,000	7.69%	-3,000	-17.65%
	3	3,770	28.50%	N/A	N/A	0	0.00%	-1,000	-5.56%	0	0.00%
	4	5,420	39.91%	2,410	14.53%	1,000	5.56%	1,000	5.56%	-1,000	-5.00%
	5	2,980	58.20%	1,330	19.65%	2,500	44.64%	2,100	35.00%	-1,400	-14.74%
COUNTY FARM RD.	1	390	29.77%	540	46.55%	500	41.67%	300	21.43%	100	6.25%
	2	830	46.89%	770	42.08%	1,300	100.00%	800	44.44%	700	36.84%
	3	1,880	69.12%	2,380	107.21%	2,300	100.00%	1,200	35.29%	300	6.98%
	4	6,380	419.74%	N/A	N/A	1,800	29.51%	1,100	16.18%	400	5.33%
	5	210	9.17%	-370	-12.89%	400	19.05%	200	8.70%	200	8.70%
	6	980	34.75%	550	16.92%	1,100	40.74%	100	2.70%	0	0.00%
	7	940	50.54%	910	48.15%	900	47.37%	700	33.33%	100	3.70%
DEDEAUX ROAD	1	2,090	26.42%	1,540	18.20%	1,200	13.64%	700	7.53%	0	0.00%
	3	2,130	38.24%	2,150	38.74%	1,900	32.76%	1,100	16.67%	-600	-7.23%
JOHN CLARK RD.	1	N/A	N/A	N/A	N/A	700	38.89%	400	19.05%	100	4.17%
	2	N/A	N/A	N/A	N/A	N/A	N/A	-600	-18.18%	100	3.85%
O'NEAL ROAD	1	N/A	N/A	N/A	N/A	N/A	N/A	1,000	111.11%	100	5.56%
	2	N/A	N/A	N/A	N/A	2,000	58.82%	900	20.00%	600	12.50%
ORANGE GROVE RD.	1	N/A	N/A	N/A	N/A	-200	-9.09%	500	33.33%	100	5.26%
PASS ROAD	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2	5,650	29.20%	5,510	28.27%	4,000	19.05%	5,000	25.00%	3,000	13.64%
	3	4,960	26.05%	4,820	25.13%	2,000	9.09%	1,000	4.35%	0	0.00%

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REAL ESTATE / PLANNING CONSULTANTS

**GULFPORT ROADS
PERCENT CHANGE IN AVERAGE DAILY TRAFFIC
1988-1998**

9/5/00

		1988-1998 CHANGE		1990-1998 CHANGE		1992-1998 CHANGE		1994-1998 CHANGE		1996-1998 CHANGE	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
THREE RIVERS RD.	1	830	224.32%	570	90.48%	540	81.82%	460	62.16%	360	42.86%
	2	7,530	116.38%	3,690	35.79%	4,000	40.00%	2,000	16.67%	-3,000	-17.65%
15TH STREET	1	790	78.22%	1,030	133.77%	1,040	136.84%	-200	-10.00%	100	5.88%
	2	-560	-9.09%	5,600	#DIV/0!	800	16.67%	300	5.66%	200	3.70%
	3	-580	-18.24%	-500	-16.13%	-300	-10.34%	-1,300	-33.33%	100	4.00%
	4	N/A	N/A	N/A	N/A	0	0.00%	-400	-4.17%	-800	-8.00%
	5	3,030	59.76%	240	3.05%	-100	-1.22%	-1,200	-12.90%	-100	-1.22%
	6	-610	-12.18%	700	18.92%	700	18.92%	200	4.76%	100	2.33%
28TH STREET	1	2,210	31.17%	2,670	40.27%	2,400	34.78%	1,100	13.41%	400	4.49%
	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	3	670	7.85%	420	4.78%	-200	-2.13%	-800	-8.00%	400	4.55%
	4	-5,870	-39.48%	1,340	17.49%	1,000	12.50%	-6,000	-40.00%	400	4.65%
	5	2,180	29.38%	370	4.01%	1,600	20.00%	1,200	14.29%	900	10.34%
	6	-280	-10.07%	-880	-26.04%	-100	-3.85%	-300	-10.71%	-200	-7.41%
30TH AVENUE	1	-520	-8.36%	-1,270	-18.22%	2,100	58.33%	1,000	21.28%	300	5.56%
	2	1,810	28.33%	2,420	41.87%	2,200	36.67%	1,300	18.84%	300	3.80%
33RD AVENUE	1	2,110	39.89%	1,660	28.92%	1,400	23.33%	700	10.45%	-400	-5.13%
	2	1,090	72.19%	390	17.65%	400	18.18%	-600	-18.75%	100	4.00%
MINOR											
<u>THOROUGHFARE</u> BROAD AVENUE	1	-30	-0.53%	1,740	45.08%	900	19.15%	700	14.29%	1,500	36.59%
	2	1,340	21.75%	1,120	17.55%	0	0.00%	400	5.63%	-2,500	-25.00%
HEWES AVE.	1	4,710	124.27%	2,860	50.71%	2,600	44.07%	2,600	44.07%	1,400	19.72%
	2	450	7.69%	-120	-1.87%	1,200	23.53%	800	14.55%	200	3.28%
	3	750	12.61%	840	14.33%	-300	-4.29%	-700	-9.46%	-600	-8.22%
	4	1,230	26.91%	1,350	30.34%	1,200	26.09%	1,100	23.40%	300	5.45%

Source: Mississippi Department of Transportation
Gulf Coast Urbanized Area Traffic Maps
1988-1998

JOSEPH A. LUSTECK & ASSOCIATES, INC.
REAL ESTATE / PLANNING CONSULTANTS

**GULFPORT ROADS
PERCENT CHANGE IN AVERAGE DAILY TRAFFIC
1988-1998**

9/5/00

		1988-1998 CHANGE		1990-1998 CHANGE		1992-1998 CHANGE		1994-1998 CHANGE		1996-1998 CHANGE	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
JOHN Q. ADAMS ST.	1	3,110	59.92%	2,530	43.85%	2,600	45.61%	1,400	20.29%	300	3.75%
	2	-370	-14.98%	N/A	N/A	-100	-4.55%	0	0.00%	100	5.00%
JOHN ROSS ROAD	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LEWIS AVENUE	1	-170	-11.56%	-80	-5.80%	-200	-13.33%	-200	-13.33%	100	8.33%
	2	N/A	N/A	-280	-20.29%	420	61.76%	160	17.02%	0	0.00%
OLD HIGHWAY 49	1	60	18.75%	50	15.15%	-110	-22.45%	-280	-42.42%	-50	-11.63%
OLD PASS RD.	1	70	10.45%	120	19.35%	110	17.46%	70	10.45%	90	13.85%
	2	910	20.27%	1,520	39.18%	1,600	42.11%	-500	-8.47%	300	5.88%
	3	1,320	7.47%	1,900	11.11%	3,000	18.75%	1,000	5.56%	2,000	11.76%
PRATT AVENUE	1	-160	-20.00%	-140	-17.95%	-130	-16.88%	-240	-27.27%	-140	-17.95%
RAILROAD STREET	1	400	6.15%	170	2.53%	-400	-5.48%	1,100	18.97%	700	11.29%
	2	2,560	58.99%	2,410	53.67%	-400	-5.48%	3,500	102.94%	3,300	91.67%
	3	20	5.00%	10	2.44%	-110	-20.75%	90	27.27%	70	20.00%
	4	N/A	N/A	N/A	N/A	140	40.00%	0	0.00%	-40	-7.55%
	5	-1,720	-39.81%	-500	-16.13%	-400	-13.33%	-100	-3.70%	100	4.00%
	6	-280	-8.05%	-440	-12.09%	-700	-17.95%	-900	-21.95%	400	14.29%
	7	470	11.66%	870	23.97%	900	25.00%	900	25.00%	100	2.27%
	8	-340	-8.42%	-40	-1.07%	0	0.00%	200	5.71%	100	2.78%
	9	50	10.64%	N/A	N/A	140	36.84%	60	13.04%	30	6.12%
	10	-1,230	-48.62%	-1,610	-55.33%	340	35.42%	200	18.18%	200	18.18%
RIPPY ROAD	1	-3,790	-34.80%	N/A	N/A	-2,600	-26.80%	2,400	51.06%	300	4.41%
	2	6,010	66.85%	4,750	46.34%	4,000	36.36%	4,000	36.36%	1,000	7.14%
ROBINSON ROAD	1	N/A	N/A	N/A	N/A	1,200	54.55%	900	36.00%	100	3.03%
SERVICE DRIVE	1	3,960	15.21%	6,250	26.32%	4,000	15.38%	-1,000	-3.23%	-3,000	-9.09%

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		1988-1998 CHANGE		1990-1998 CHANGE		1992-1998 CHANGE		1994-1998 CHANGE		1996-1998 CHANGE	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
WASHINGTON AVE.	1	3,700	58.73%	2,900	40.85%	0	0.00%	0	0.00%	1,600	19.05%
	2	2,170	28.07%	1,900	23.75%	2,200	28.57%	1,700	20.73%	1,200	13.79%
	3	1,370	24.77%	570	9.00%	2,000	40.82%	1,700	32.69%	0	0.00%
13TH STREET	1	-810	-11.23%	N/A	N/A	-800	-11.11%	200	3.23%	300	4.92%
	2	2,410	54.90%	840	14.09%	600	9.68%	900	15.25%	400	6.25%
	3	N/A	N/A	N/A	N/A	200	6.45%	0	0.00%	1,000	43.48%
17TH STREET	1	630	30.43%	890	49.17%	900	50.00%	200	8.00%	100	3.85%
	2	-3,980	-41.12%	2,220	63.79%	-2,400	-29.63%	-1,000	-14.93%	-1,500	-20.83%
19TH STREET	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2	20	0.45%	-660	-12.79%	800	21.62%	200	4.65%	-100	-2.17%
	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22ND STREET	1	-100	-5.00%	70	3.83%	200	11.76%	0	0.00%	-100	-5.00%
	2	-1,160	-29.29%	900	47.37%	800	40.00%	600	27.27%	800	40.00%
25TH STREET	1	1,640	24.62%	550	7.10%	400	5.06%	0	0.00%	400	5.06%
	2	-1,780	-11.28%	3,210	29.75%	2,000	16.67%	1,000	7.69%	0	0.00%
34TH STREET	1	1,690	27.21%	760	10.64%	1,300	19.70%	500	6.76%	0	0.00%
	2	720	12.68%	-130	-1.99%	2,100	48.84%	1,200	23.08%	900	16.36%
20TH AVENUE	1	510	36.69%	N/A	N/A	700	58.33%	700	58.33%	900	90.00%
	2	570	24.46%	220	8.21%	600	26.09%	800	38.10%	600	26.09%
21ST AVENUE	1	-980	-28.16%	-610	-19.61%	-600	-19.35%	-300	-10.71%	100	4.17%
25TH AVENUE	1	8,790	43.49%	8,650	42.51%	3,000	11.54%	1,000	3.57%	-1,000	-3.33%
	2	13,190	95.51%	13,090	94.10%	N/A	N/A	N/A	N/A	8,000	42.11%
27TH AVENUE	1	940	35.34%	990	37.93%	1,000	38.46%	600	20.00%	100	2.86%

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	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	
34TH AVENUE	1	1,470	27.07%	650	10.40%	800	13.11%	1,300	23.21%	900	15.00%
	2	1,340	30.04%	1,250	27.47%	1,700	41.46%	1,500	34.88%	900	18.37%
38TH AVENUE	1	600	22.22%	190	6.11%	300	10.00%	-200	-5.71%	-100	-2.94%
42ND AVENUE	1	370	17.37%	-90	-3.47%	100	4.17%	-100	-3.85%	100	4.17%

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